

REPORT of SURVEY for REPAIRS.

Change of Owners

3187/2

Continuation

No. in Reg. Book. **No.** 260 on the **3^d Dovercourt** Survey held at **London** Date, first Survey **June 5** Last Survey **Sept 19** 1871
 Tonnage **487** built at **Harwich** When built **1861-1862**
 By whom built **Taney** Owners **G. Adley**
 Port belonging to **London** Destined Voyage **Bombay**
 If Surveyed Afloat or in Dry Dock **Glyde Dry Dock & Afloat** Depth per Register **18.7**
 Last Survey, No. **378 37** Port **Amr.** Classed **10 A. 1**
 870

REPAIRS, &c.

Now done in accordance with the requirements of the Rules Section 54 part second, the hold and all air courses, cleared, listings cut, and the timbers lifted all fore and aft, the waterways, and topsides scraped, and outside planking dubbed bright to light water mark, bolts and treenails driven out, found good, windlass stripped, and unhung, and chains ranged on deck, found good and sufficient, outside planking equal to a stake all fore and aft above the wales removed on each side, beam ends bored, and part exposed by removal of deck planking. Received all the treenails from the keel to the lower edge of the twelfth stake below the gunwale (for damage) **P. J. W.**

Present Condition of the

Decks	Good	Treenails	Good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	Good
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	Good
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	by Survey
Planksheers	"	Keelsons	"	Sails	Good
Sheerstrakes	"	Clamps and Shelves	"	Anchors No. of	3 B. 1. 2. 4.
Topsides	"	Ceiling	"	Cables	476. 1. 2. 3. 4.
Wales	"	Rudder	"	Hawsers and Warps	Good
Plank (Bottom) and Counter	"	Copper F. & G. B. When put on 1861	"	Standing & Running Rigging	Good
Engine Room Skylights	"	Caulking of	"	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	"	Bottom, Deck, & Waterways	Good	Hatches	Good
Scuppers	Good				

General Observations and Opinion,

This vessel is now in good condition and having undergone survey in accordance with the Rules for Continuation we are of opinion she is eligible to remain as classed, and to be continued 7 A. 1 from 31st December 1871.

The Amount of Entry Fee.....£ 5 : : is received by me,
 Special..... 5 : 5 : } paid
 Certificate (if required) : 5 : }

Committee's Minute **19th September 1871.**

Character assigned **Cont. 1st for 7 Years from 1871 record damage repairs**
Damage £4.4 paid

Samuel Presious

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 LOW 657-0074

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with Australian hard wood, Renewed on Port side forward three timbers and four chocks with E. Oak and six ceiling planks with P. Pine. On Port side aft, two timbers and four chocks with E. Oak, and seven ceiling planks with P. Pine. On Starboard side aft, four timbers, and three chocks with E. Oak and seven ceiling planks with P. Pine. Fitted a six inch false keel all fore and aft of American Elm; and ten strakes of doubling round the turn of bilges each of six inch P. Pine, tapered forward and aft to three inches and at the upper and lower edges, to one inch and a half, the removed for survey, also two planks on Starboard side forward and one on Port side forward, removed with P. Pine. Three deck planks on Starboard side, and two on Port side, removed with yellow pine; fitted a short hanging knee on Port side amidships to compensate for a broken knee rider; and a pair of standard knees forward between decks in way of a defective timber about thirty rider bolts, removed with yellow metal, two eye bolts of yellow metal driven through the fore length of keels and keel; don'tail plate bolts, and a number of rudder bolts removed with yellow metal; one plank of bottom on Port removed with American Elm; Poop deck removed and the sides down to the height of main rail; the ceiling below the hatch beams dabled bright, and pieced in places where chafed fitted new main yard of Red pine. The vessel hung in shoal caulked over all, and the bottom resheathed with yellow pine on felt; now supplied with 3rd Bower Anchor, weighing 15 tons. 14 2. 10. Certificate No 3060 signed L. R. Sitt

J. Lawrence
Samuel Presious



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