

REPORT of SURVEY for REPAIRS.

32424

No. in Reg. Book. **No.** Survey held at London Date, first Survey March 13th Last Survey June 24th 1872
 on the Ship "Holmsdale" Master David Reed
 Tonnage 1257 built at Sunderland When built 1858
 By whom built — Owners Bilbe & Co.

Port belonging to London Destined Voyage Sydney

If Surveyed Afloat or in Dry Dock Nelson dry dock & South West India docks

Last Survey, No. 30936 Port Lon. Classed 13. A. 1. ^{c.f.}

REPAIRS, &c.

Dock'd on straight blocks. Scraped the outside planking bright from the light marks upwards, including the Planksheers and Waterways, lifted the timbers, cleared the air courses. Removed the whole of the treenails from one strake in the topsides fore and aft on each side, and split out two planks from each side above the wales, and a plank from each bow and buttock, a fust listing cut out at each end and on each side in the range of the floor heads inside, one fifth the length of the ship, drifted out treenails from every alternate frame or fourth timber between the upper edge of the wales and light marks, and samples from the topsides and bottom and the whole of the chain ^{plate} bolts, and took off the Channels. the Knee of the Head the Rudder braces. Examined the throat bolts, and all the bolts in the Hooks Knees and riders. Took off the plankstee, and spiketting planks both sides from the Poop to the Forecastle, and the mouldings outside in continuation

Present Condition of the

Decks	<u>good</u>	Treenails	<u>part new</u>	<u>good</u>	Windlass and Capstan	<u>in good order</u>
Waterways	<u>"</u>	Breasthooks and Stemson	<u>"</u>	<u>"</u>	Pumps	<u>"</u>
Comings	<u>"</u>	Transoms, Pointers, and Crutches	<u>"</u>	<u>"</u>	Boats	<u>"</u>
Upper Deck Beams & Fastenings	<u>"</u>	Timbers of the Frame at the openings	<u>"</u>	<u>"</u>	Masts, Yards, &c.	<u>New Foremast</u>
Lower Deck Beams & Fastenings	<u>"</u>	Ditto Ditto at other places	<u>"</u>	<u>"</u>	Condition, how ascertained	<u>from the deck</u>
Planksheers	<u>"</u>	Keelsons	<u>"</u>	<u>"</u>	Sails	<u>"</u>
Sheerstrakes	<u>"</u>	Clamps and Shelves	<u>"</u>	<u>"</u>	Anchors	<u>No. of 3 P. 1 S. 2 K.</u>
Topsides	<u>"</u>	Ceiling	<u>"</u>	<u>"</u>	Cables	<u>"</u>
Wales	<u>"</u>	Rudder <u>efficient</u>	<u>"</u>	<u>"</u>	Hawsers and Warps	<u>"</u>
Plank (Bottom) and Counter	<u>"</u>	<u>doubled out</u> Copper <u>set by mast</u> When put on <u>Now</u>	<u>"</u>	<u>"</u>	Standing & Running Rigging	<u>"</u>
		Caulking of <u>good</u>				
		Bottom, Deck, & Waterways <u>where tested</u>				

Engine Room Skylights — Coal Bunker, Openings, Lids, &c. — Scuppers new Cargo and Main Hatchways good Hatches good

General Observations and Opinion,

The Owners have requested this vessel to be specially surveyed with a view to her clasp being raised under the Mixed Material Rule, and having held the survey before she was doubled and found a large quantity of Teak inside and a larger quantity outside or 14 years material, and as she is now abundantly fastened, and doubled as per Rule, and the Rules for Constⁿ in 1st & 2nd and Sect^s 68, having been

The Amount of Entry Fee.....£ 5 : — : is received by me, fully complied with, her sheer and

Special..... 10 : 10 : A.S.D.

Certificate (if required) —

Committee's Minute

27 June 1872

Character assigned

raised to 14

Cont 13 Years from 1872
 Bottom dia d 72 12 & 14

And to be Const^d 14. A. 1.

from 1872. —

Samuel Presons

Thos. W. Presons

32424 *Lon*

Lifted the Strake of deck next the Waterway. exposed the timbers all fore and aft the back of Waterway. the beam ends cut out extra listings two decks at the ends. — Gave her two new Knightheads. twenty two new top timbers, four extra filling timbers and nine bulwark stanchions Port side, and on the Starb^d side twelve new top timbers and ten bulwark stanchions introduced. also four filling timbers. — three new Poop beams, one keel beam, and two new hold beams, heads of new and old timbers all grouted out, stops fitted and the openings filled with salt. — a thick spiritussing of Greenheart 13 ins by 10 ins worked and bolted over the Waterway, extending 19 feet inside the front of Poop, and 23 feet fore and aft beyond the front of forecassle. at the upper deck, and an extra shelf piece fitted and bolted below the deck beams forward, and three new brass hoops of English Oak, on pointers, and a new iron hook to the bow outside. — the heads of the rough tree stanchions planed below the rails inside and outside and extending inside the Poop and forecassle and bolted through and through the top timbers fore and aft. Cant lifted at the front of Poop and forecassle, renewed and kneed on each side. the Strake of deck next the Waterway renewed fore and aft and several shifts (new) to the Poop deck. put new rough tree rail, put new bulwark berthing, both sides.

Doubled her diagonally with Amⁿ. rock elm ⁽²¹⁾ on felt. worked against a thick Strake of doubling fore and aft, as per rule at the upper part, also the lower ends against thick longitudinal planks. Repaired the side of the knee of the head, refitted and rebolted it together with the rails, cheeks and all in connection. new Naval hoods two new hawsepipes, unhung the Rudder refitted and rebolted the pieces. — a hoop fitted to the Rudder head. — Renewed 94 bolts in the lower Deck beam knees. and twenty in the upper deck.

Fitted new Channels on each side to all the Masts. gave her a New Foremast. New Chain plate bolts. chain plates all made good. New Garrick bit unhung the Windlafs. stripped linings, main piece is sound, refitted it. Chain cables lifted from the lockers, ranged, and found them sufficient in size and in quantity. Hung her in shores, put new false keel fitted. Caulked from keel to Gunwale and over all. Sheathed with Yellow metal on the doubling. the doubling on felt. —

Samuel Presious
Thos. W. Wain



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