

Continuation S.S. No 2

REPORT of SURVEY for REPAIRS.

32910

No. in Reg. Book. **No.** on the **S. "Jubilee"** Survey held at **London** Date, first Survey **Feb 27th 1873** Last Survey **Feb 27th 1873**
445 Tonnage **764** built at **Workington** When built **1857**
 By whom built **J. Brodie** Owners **J. Brodie**
 Port belonging to **London** Destined Voyage **New Zealand**
 If Surveyed Afloat or in Dry Dock **Princes dry dock & C. S. Dock**
 Last Survey, No. **31212** Port **London** Classed **14** **exhired**
HT 68 **10.70**

REPAIRS, &c.

Yellow metal stripped off, the outside planking scraped bright from the light water mark to the waterway seam, the hold cleared, air courses and timbers opened, the whole of the trenails driven out down to the light water mark and a plank removed on each bow and buttock, also a new listing cut out $\frac{1}{2}$ the length of the ship at each end and on each side, a stake of deck next the inner waterway taken out ^{on either} and the beams below and abaft the same bored, Bolts tested, the windlass unhooked & linings stripped also the chain cables ranged -

One length of main keelson and the hog from forward to pumpwell renewed with Teak; Bow and buttock planks with Teak & English Oak, retreenailed down to light marks with Australian; Secaulked over all and resheathed with yellow metal on felt - Lower masts shortened 4 feet.

Main topmast and two lower yards new of Pitch Pine - Rigging refitted where required -

Decks	Treenails <i>pt new</i>	Windlass and Capstan	good
Waterways	Breasthooks and Stemson	Pumps	do
Comings	Transoms, Pointers, and Crutches	Boats	do
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.	do
Lower Deck Beams & Fastenings	Ditto Ditto at other places <i>Good</i>	Condition, how ascertained <i>examⁿ</i>	do
Planksheers	Keelsons	Sails	<i>Supplied</i>
Sheerstrakes	Clamps and Shelves	Anchors No. of <i>3 x 1 x 2</i>	"
Topsides	Ceiling	Cables	<i>300 fms</i>
Wales	Rudder	Hawsers and Warps	do
Plank (Bottom) and Counter	Copper <i>T.N.M.</i> When put on <i>now</i>	Standing & Running Rigging	do
Engine Room Skylights	Caulking of	Cargo and Main Hatchways	<i>good</i>
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways <i>where tested good</i>	Hatches	<i>good</i>
General Observations and Opinion,	Scuppers		

This vessel is now in a good and efficient state of repair, and having fully complied with the Rules, Section 54 (Continuation) S.S. No 2, is eligible in our opinion to be Continued $\frac{9}{10}$ **[77]**
Thos. W. Wain

The Amount of Entry Fee.....£ **5** - - is received by me,
 Special..... **6** : **6** :
 Certificate (if required) : **5** :

Committee's Minute **14th March, 1873.**

Character assigned **Contd A, for 9 years from 1873**
HT 68



32910. Lar.

The owner thought this vessel might be entitled
to a raised class; but, having carefully examined
the vessel I cannot find such quantity of
teak as would justify my recommending it

Thos. W. Wain



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Foundation