

# Half-time - REPORT of SURVEY for REPAIRS, &c.

33818

No. in Reg. Book. **No.** Survey held at London Date, first Survey Apr 23<sup>rd</sup> Last Survey May 19<sup>th</sup> 1874  
on the Bark "Fontabelle" Master E. Nixon

Tonnage 337 built at Bristol When built 1855

By whom built \_\_\_\_\_ Owners C. C. Dawson

Port belonging to London Destined Voyage Jamaica

If Surveyed Afloat or in Dry Dock Lavender Dry Dock & West India Docks

Last Survey, No. 51221 Port London Classified 13 Years assigned 9 Character in Register Book A1  
Cont'd 68

## REPAIRS, OR EXAMINATION AS PER RULE

11.70

Vessel placed in Dry Dock, Yellow metal stripped, all air courses & timbers cleared, proper stages made inside & out, Treennails started out for examination, windlass unhung & wood linings stripped, cables removed from lockers, ranged, cleaned & inspected -

Main deck was worn too thin, it has now been renewed; Main Mast, Mizzen Mast, Main Topmast & other small spars, were found defective, they have been replaced with new -

Damage as follows caused by stress of weather, has been renewed and made good - viz - Foremast, Bowspit, Fore Topmast and other small spars replaced, from 480 to 500 Y. Metal bolts renewed in knees, Riders, Breasthooks & Crutches, & New rough tree timbers - some new main rail - and bulwarks - New solid bow chocks over -

### Present Condition of the

Decks	<u>Now new. Good.</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>do</u>	Breasthooks and Stemson	<u>do</u>	Pumps	<u>2 in No do</u>
Comings	<u>do</u>	Transoms, Pointers, and Crutches	<u>do</u>	Boats	<u>3 in No do</u>
Upper Deck Beams & Fastenings	<u>do</u>	Timbers of the Frame at the openings	<u>do</u>	Masts, Yards, &c.	<u>do</u>
Lower Deck Beams & Fastenings	<u>do</u>	Ditto Ditto at other places	<u>do</u>	Condition, how ascertained	<u>mostly by inspection while making</u>
Planksheers	<u>do</u>	Keelsons	<u>do</u>	Sails	<u>2 Suits Good</u>
Sheerstrakes	<u>do</u>	Clamps and Shelves	<u>do</u>	Anchors	<u>No. of 3 B-15. 2 Kgs</u>
Topsides	<u>do</u>	Ceiling	<u>do</u>	Cables	<u>Good</u>
Wales	<u>do</u>	Rudder	<u>do</u>	Hawsers and Warps	<u>and</u>
Plank (Bottom) and Counter	<u>do</u>	Copper <u>YM&amp;F</u> When put on <u>Now</u>	<u>Good</u>	Standing & Running Rigging	<u>Sufficient</u>
Engine Room Skylight	<u>Coal Bunker, Openings, Lido, &amp;c.</u>	Caulking of	<u>Good</u>	Scuppers	<u>Efficient</u>
General Observations, Opinion as to Class, &c.		Bottom, Deck, & Waterways	<u>Good</u>	Cargo and Main Hatchways	<u>Good</u>
				Hatches	<u>Good</u>

This vessel is now in a good and efficient condition and in my opinion eligible to remain as Classed being fit to carry dry & perishable goods to and from all parts of the world, and to be marked HT 5.74.

The Amount of Entry Fee ... £ 1 : - : received by me, None

Special ... £ 4 : 4 : - 27 May 1874

Certificate (if required) ... £ :

(Travelling Expenses, if any, £ )

Committee's Minute 29<sup>th</sup> May 1874

Character assigned Classed 9 A1 HT 5.74

T. Shilston

Surveyor to Lloyd's Register of British and Foreign Shipping.



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Lon 659-0310

33818 Lon

New Rudder and part new solid stern chocks, Stern planking refastened, new after comings - Vessel caulked all over and remetalled over Felt.

Three pair of Iron hanging knees were introduced to mast and amidship deck beams, fastened through sides with Y Metal.

J. Shillston.



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