

REPORT of SURVEY for REPAIRS, &c.

34.4.16

(Res'd 27.1.75)

No. in Reg. Book. *No.* Survey held at *London* Date, first Survey *Dec^r 19th* Last Survey *Jan^y 26th 1875*
451 on the *Barge "Triune"* Master *T. Lye.*
 Official Number *62558* TONNAGE under Tonnage Deck *378.21* Built at *Sunderland* When built *1870* MONTH. *1*
 Ditto of Spar Deck, or Arming Deck *6-88* Owners *Thomson & Co* Port belonging to *London*
 Ditto of Poop, or Raised Q. Dk. *9-49* Residence *6 Bilton Square E.C.*
 Ditto of Houses on Deck *394-58* By whom built *Gibson* Destined Voyage *Algoa Bay*
 Ditto of Forecastle *12-53* If Surveyed Afloat or in Dry Dock *Gun by Lock & London Locks.*
 Gross Tonnage *382-5* Reg. Tons as St^rmer, cut on Bm.

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *27-6 ft.* Years assigned. *10* Character in Register Book. *A 1*
 Last Survey, No. *31+3146* Port *London* *4-73*

REPAIRS, OR EXAMINATION AS PER RULE *Damage Repairs & Improved Class*

Cause of Repairs to be clearly stated.

Yellow metal sheathing removed, bottom cleaned down and examined; Head knee and upper piece of stem renewed of English Oak; On Starboard side knight head Haurse timber and 24 roughtree timbers renewed of English Oak, three lengths of plank sheer and two of waterway renewed of Eng^l Oak two lengths of sheer stake and three shifts of plank in bow renewed of English Oak and Teak, On Port Side two lengths of waterway, two of plank sheer, one of sheer stake, and one shift of plank renewed of English Oak; Treennails on both sides from the after part of fore chains forward, and from gunwale to lower turn of bilge renewed of Stringy Bark, one deck beam one length of shelf and carlings under winchlass bitts new Eng^l Oak P.S.O.

Present Condition of the

Decks <i>Good</i>	Treenails <i>Good</i>	Windlass and Capstan <i>Good</i>
Waterways <i>"</i>	Breasthooks and Stenson <i>"</i>	Pumps <i>"</i>
Comings <i>"</i>	Transoms, Pointers, and Crutches <i>"</i>	Boats <i>"</i>
Upper Deck Beams & Fastenings <i>"</i>	Timbers of the Frame at the openings <i>"</i>	Masts, Yards, &c. <i>"</i>
Lower Deck Beams & Fastenings <i>"</i>	Ditto Ditto at other places <i>"</i>	Condition, how ascertained <i>From Deck</i>
Planksheers <i>"</i>	Keelsons <i>"</i>	Sails <i>Good</i>
Sheerstrakes <i>"</i>	Clamps and Shelves <i>"</i>	Anchors No. of <i>3 Buo 1st 2nd 4th</i>
Topsides <i>"</i>	Ceiling <i>"</i>	Cables <i>Good</i>
Wales <i>"</i>	Rudder <i>"</i>	Hawsers and Warps <i>and</i>
Plank (Bottom) and Counter <i>"</i>	Copper <i>gilt. L.</i> When put on <i>new</i>	Standing & Running Rigging <i>sufficient</i>
Engine Room Skylights <i>—</i>	Caulking of <i>Good</i>	Cargo and Main Hatchways <i>Good</i>
Coal Bunker, Openings, Lids, &c. <i>Good</i>	Bottom, Deck, & Waterways <i>Good</i>	Hatches <i>Good</i>

General Observations, Opinion as to Class, &c. *She is now in good and efficient condition, and subject to the committee's approval eligible for an extra years original class under Section 46 Paragraph No 2 of the Rules for metal fastenings with respect to the materials as set forth on the other side, this vessel does not appear eligible for an Improved Class under the mixed material Rule.*

The Amount of Entry Fee£ 1 : : received by me, *29 Jan 1875*
 Special£ 4 : 4 :
 Certificate (if required)£ — : 5 :

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

Committee's Minute *2nd February 1875*
 General Committee *4th Feb 1875*

Character assigned *11A 1*

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LDN660-0158

added one wood pointer of English Oak, and one Iron breasthook between decks fastened with yellow metal through bolts; the whole of the foremost shifts of Deck renewed of yellow pine, and fastened with yellow metal dumps, chain plates to foremast on Starboard side repaired ^{and fastened} with galvanized Iron bolts, recaulked from keel over all and the bottom sheathed with yellow metal over felt; the whole of the openings from main hatch forward, in way of plank sheer removed; filled with Rock Salt, and salt sills fitted in air courses below as per Rules.

At the Owners request this Vessel has now been surveyed with a view to an Improved Class under Amended Table A and Section 46 Paragraph No 2 of the Rules.

On examination found the material used in the construction of this Vessel to consist of the following: viz- the floors, and first foothooks amidships - Baltic Oak - 9 years
 Remaining portion of frame - fairly squared English Oak - 10 years
 Stem and stern post - - - Teak & English Oak - 14 & 12 years
 Transoms & waist timbers Apron & Seadwood - - - English Oak - 12 years
 Deck and Hold beams - - - - - German Oak - 9 years
 Keelsons - - - - - Greenheart - 12 years
 Outside plank keel to first foothooks - American Elm - 12 years
 First foothooks to light water mark - Santyic Oak - 12 years
 Light water mark to sheer strakes - Santyic Oak - 9 years
 Waterway spirketting and plank sheers - German Oak - 9 years
 Ceiling shelf pieces and clamps Santyic & German Oak - 10 years

This Vessel is fastened in accordance with Section 46 Paragraph No 2 of the Rules, with the exception of the frame bolts, of which no mention is made in first Entry Report; to compensate for which the bilge and limber strakes are fastened with yellow metal through bolts; the whole of the fastenings used in the present repairs including deck are of yellow metal.

Thomas W. Whapell

Feb. 14th / 85

I have omitted to state that the windlass was unhung and stripped and found good.

T. W. Whapell

