

34.852

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** 242 on the Ship *"Dimeira"* Survey held at *London* Date, first Survey *20th Jan* Last Survey *20th July* 18*75* Master *A. F. Greaves*

TONNAGE under Tonnage Deck *842.69* Built at *Dunderland* When built *1851*
Ditto of Spar Deck, or Avoing Deck *98.85* Owners *J & R Grant* Port belonging to *London*
Ditto of Poop, or Raised Qr. Dk. *3.34* Residence
Ditto of Houses on Deck *16.79* By whom built
Gross Tonnage *966.67* Destined Voyage *East Indies*
Crew Space, as per Rule *41.71*
Register Tonnage, cut on Beam *924.96*
Engine Room
Reg. Tons as St^rmer, cut on Bm.

Length of Poop *57* ft. Ditto, Forecastle *29* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. *14* Character in Register Book. *A.1.*
Last Survey, No. *33449* Port *London* Cont. Lon. *65.* *9* *11-73.*

REPAIRS, OR EXAMINATION AS PER RULE *Sections 58 & 68.*

All sheathing stripped off, stages made inside and out, outside planking from floor heads upwards the stem, knight heads, hawutimbers, stern post and rudder; also the shelves, clamps, bilge planks, culing and keelsons scraped or dubbed bright, all air courses and limbers cleared, the upper deck waterways, spirketting, plank sheers, sheer shakes, and topside planks through which the lodging knee and waterway bolts pass, two planks in each bow and buttock, and the planks through which the chain and preventer bolts pass removed. Treennails driven out as per Rule. two shakes of ceiling in range of first foothook heads, and one shake in way of floor heads removed on each side. Shake of upper deck plank next the hatchways and one shake on lower deck next the waterways removed. Windlass unhung wood lining stripped off, equipment attended to, and the whole of the Rule Section 58 complied with.

Present Condition of the	Good	Treenails	Good	Windlass and Capstan	Good
Decks	—	Breasthooks and Stemson	—	Pumps <i>2 sets</i>	—
Waterways	—	Transoms, Pointers, and Crutches	—	Boats <i>4 ks</i>	—
Comings	—	Timbers of the Frame at the openings	—	Masts, Yards, &c. <i>part new</i>	—
Upper Deck Beams & Fastenings	—	Ditto Ditto at other places	—	Condition, how ascertained <i>all taken down</i>	—
Lower Deck Beams & Fastenings	—	Keelsons	—	Sails <i>2 sent. 8 new ones</i>	—
Plank sheers	—	Clamps and Shelves	—	Anchors No. of <i>3. B. 15 & 16</i>	—
Sheerstrakes	—	Ceiling	—	Cables <i>300 fathoms. Good</i>	—
Topsides	—	Rudder	—	Hawsers and Warps <i>3 ks 1 new</i>	—
Wales	—	Copper <i>G. M. H.</i> When put on <i>now</i>	—	Standing & Running Rigging <i>part new</i>	—
Plank (Bottom) and Counter	—	Caulking of	—	Cargo and Main Hatchways <i>new</i>	—
Engine Room Skylights	—	Bottom, Deck, & Waterways <i>Good</i>	—	Hatches <i>new</i>	—
Coal Bunker, Openings, Lids, &c.	—	Scuppers <i>new</i>	—		—

General Observations, Opinion as to Class, &c. *This vessel has now been specially surveyed in accordance with Sections 58 & 68 and is now in good and efficient condition. We are therefore of opinion she is eligible to be Restored A1 for 14 years being 9 yrs on original classification, 4 years for diagonal doubling, & 1 Year for Sact*

The Amount of Entry Fee ... £ *5* : : : received by me, *Thos W Blagell*
26.7.75 Special ... £ *21* : : : *27/7/1875*
Certificate (if required) ... £ : : :
(Travelling Expenses, if any, £)
Committee's Minute *30th July* 18*75*
Character assigned *Rest A1 for 14 Years from 1875*
IPW dia doubling Sact

Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel appears eligible to be Restored A1 for 14 years from 1875, as recommended, namely:
9 yrs on original classification
4 " for diagonal doubling
1 " for Sact
14-1-1
50 dia doubled
Sact

LON 660-0396

Repairs now done - Inside forward renewed 49 first footboards & 45-heel chocks of English Oak. Aft 34 timbers and 35-heel chocks of English Oak, ceiling Teak; The whole of the planking inside and outside planking which removed for survey and one additional stake on each side in wales to take butts of diagonal doubling, renewed of Teak, Knighthead and hausetimber on Port side, 4 top timbers and 6 broughtree stanchions new English Oak, Forecastle drifts on Starboard side and two stakes on Port side new of English Oak - Poop drifts new of Pitch Pine, Waterway, inner waterway and deck where removed renewed of Teak. Channels renewed of Teak; piece of gripe and head knee new of English Oak; Rudder new main piece English Oak; Treennails from turn of bilge to keel renewed with Stringy Bark. False keel renewed all fore and aft with 6 inch American Rock Elm; bottom recaulked and coated with felt.

This vessel has now been thoroughly opened and calked as per Section 37 of the Rules.

Section 68 - The bottom diagonally doubled with $2\frac{1}{2}$ American Rock Elm, fastened with yellow metal through bolts and bumps as per Rule; The whole of the knee and kider bolts removed and where practicable renewed through doubling. Vessel caulked from keel on all and the bottom sheathed with yellow metal over felt.

Mizen Topmast, Topgallant & Royal masts and all new laid to Mizzen Mast, new Fore Topsail Yard, Main Topgallant and Royal masts - New main & Mizzen Riggings.

Thos. W. Blaydel
Will^m E. Davey