

# REPORT of SURVEY for REPAIRS, &c.

36,246

Recd 6.3.77

No. in Reg. Book. **No.** 217 on the **B<sup>c</sup> Pembroke** Master **J. Griffiths**  
 Survey held at **London** Date, first Survey **29 Jan<sup>r</sup> 77** Last Survey **2 March 1877**  
 Tonnage under Tonnage Deck **638.3** Built at **Pembroke D<sup>c</sup>** When built **1864**  
 Ditto of Spar Deck, or Awning Deck **82.4** Owners **Jenkins & Co<sup>s</sup>** Port belonging to **London**  
 Ditto of Poop **82.4** Residence **17 Lime Street E.C.**  
 Ditto of Raised Qr. Dk. **721.0** By whom built **Allan** Destined Voyage   
 Ditto of Houses on Deck **721.0** If Surveyed Afloat or in Dry Dock **Millwall Dry D<sup>c</sup>**  
 Gross Tonnage **721.0**  
 Crew Space, as per Rule **721.0**  
 Register Tonnage, cut on Beam **721.0**  
 Engine Room   
 Reg. Tons as St<sup>r</sup>mer, cut on Bm.   
 Length of Poop **50 1/2** ft. Ditto, Forecastle **24 1/2** ft. Ditto, Raised Quarter Deck  ft.  
 Last Survey, No. **12697** Port **Newcastle** Classed **11** Years assigned **1** Character in Register Book **A**  
 Cont. Sh<sup>t</sup> Jan 15. 4 years.

## REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Surveyed with a large quantity of Ballast on board.  
 This vessel has now been put into dry dock and her metal has been stripped down. Upon examination of the inside it was found that six hanging knees were broken on the Stb<sup>a</sup> and two on the Port side. A great many of the knees and riders showed considerable signs of working and upwards of 30 knee and rider bolts were loose. A forward hook was broken and 9 hold pillars were much bent. The main piece of rudder and after side of rudder post were wormed in wake of the pintles and braces. The main mast and topmast were defective and the main top fallant mast was sprung.

The following repairs and strengthenings have now been effected:—  
 2 pointers forward, on each side, of greenheart, 10" x 8", extending from stem to hold beam shelf, and to each pair a strong iron hook has been

Present Condition of the	Good	Treenails	Good where seen	Windlass and Capstan	Good
Ditto of	Go	Breasthooks and Stemson	Good	Pumps	2 in No 2 Go
Ditto Ra	Go	Transoms, Pointers, and Crutches	Go	Boats	3 -- Go
Ditto o	Go	Timbers of the Frame at the openings	Good	Masts, Yards, &c.	Go
Ditto	Go	Ditto Ditto at other places	where	Condition, how ascertained	From D <sup>c</sup>
Beams & Fastenings	Go	Keelsons	seen	Sails	Good
Gr <sup>o</sup> ck Beams & Fastenings	Go	Clamps and Shelves	Good	Anchors	No. of 3B. 1S. 2K
ers	Go	Ceiling	Good	Cables	not seen
akes	Go	Rudder	Good	Hawsers and Warps	Good & sufficient
	Go	Copper	When put on	Standing & Running Rigging	Good
	Go	Caulking of	Good	Cargo and Main Hatchways	Good
Reg. T	Go	Bottom, Deck, & Waterways	Good	Hatches	Go
) and Counter	Go				
Skylights	Go	Coal Bunker, Openings, Lids, &c.	Go	Scuppers	Go

## General Observations, Opinion as to Class, &c.

This vessel has now undergone the above repairs and our recommendations have been fully carried out. She is now in a good and efficient condition, and eligible in our opinion to remain as classed

The Amount of Entry Fee ... £ 2 : : received by me, }  
 7/3/77 Special ... £ 44 : 4 : 4 June 1877 }  
 Certificate (if required) ... £ : 5 : 12 1/2 7/7 1877 }  
 (Travelling Expenses, if any, £ )

Committee's Minute 5th June 1877.

Character assigned

Conto 14 A  
 J. M. W. 77

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



36246 *Long*

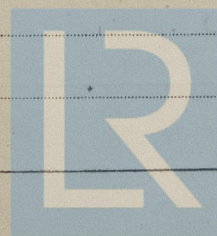
fitted, the whole being secured with  $1\frac{1}{8}$  inch metal bolts. 6 new hanging knees have been fitted and bolted to the Starboard and 2 to the port side. The two upper throat bolts of the <sup>hold beam</sup> hanging knees and knee riders on both sides of the ship have been drawn out and renewed with metal bolts of a size larger, and in addition an extra bolt has been renewed with metal in five hanging knees and one knee rider. The whole of these bolts have been clenched upon very wide metal rings. 19 single lodging knees have been fitted to the hold beams on the Starboard and 18 single and 1 double lodging knees on the port side; these being fastened with 4 - 1 inch metal bolts through the frame timbers and 4 rivets in each beam (iron) varying from 1 inch to  $1\frac{1}{2}$  inches.

The bent pullars in the hold and between decks have been straightened, their heels refastened, and a portion of the hold beam flat has been renewed. A new mainmast and topmast and a new main topfallant mast - all of P. Pine - have been supplied.

A new rudder has been made - main piece of E. Oak - and a portion of the after part of rudder post from the upper pintle to the keel renewed with teak 4 inches thick.

She has been caulked from keel to gunwale, also the waterway seams and around the rough tree stanchions. The bottom has been sheathed with yellow metal over felt.

*J. H. Hearle*  
*W. D. Congdon*



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