

REPORT of SURVEY for REPAIRS, &c.

No. 38468

(Received at London Office, 24. 12. 79)

No. in Survey held at London

Date, first Survey 5th Nov 1878 Last Survey 9th Dec 1879

1250 on the B^{re} Montrose

Master Melhuish

Official Number
TONNAGE under Tonnage Deck
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St^rmer, cut on Bm.

Built at Jersey
When built 1861
Owners Scutten Sons & Co
Port belonging to London
Residence
By whom built Le Rouyetel
Destined Voyage St Vincent
If Surveyed Afloat or in Dry Dock Fletchers Dry Dock
(State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. 38064 Port London Classed 10. A. 1 Exposed

REPAIRS, OR EXAMINATION AS PER RULE Sec 60. First Survey for A in Red. Conf. June 72. 7. 4. 79

Cause of Repairs to be clearly stated.

Also for Improved Class.

Vessel placed in dry dock, her yellow metal sheathing stripped off. The hold cleared and proper staves made on the inside and outside. Sides brightened from light water mark upwards, including plank sheer and waterways. All air courses and linbers cleaned. New listings cut out of the ceiling at each end of the hold on each side for one fifth the ship's length. A treenail driven out from every alternate frame or fourth timber between the upper edge of wales and the plank sheer, and from every fourth timber between the upper edge of wales and the light water mark. Bolt fastenings examined. Windlass stripped and unhooking, chain cables ranfed on deck, spars examined aloft. A plank of deck removed next the waterway on each side in order to fit a thick stroke sheath, against which to fit the doubling of deck.

Present Condition of the

Decks (doubled now)	Good	Treenails	Good	Windlass and Capstan	Good
Waterways	Good	Breasthooks and Stenson	Good	Pumps	Good
Comings	Good	Transoms, Pointers, and Crutches	Good	Boats	Good
Upper Deck Beams & Fastenings	Good	Timbers of the Frame at the openings	Good	Masts, Yards, &c.	Good
Lower Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Condition, how ascertained	From aloft
Plank sheers	Good	Keelsons	Good	Sails	Good
Sheerstrakes	Good	Clamps and Shelves	Good	Anchors No. of	3B. 18. 2K
Topsides	Good	Ceiling	Good	Cables	240 Fms. Good
Wales	Good	Rudder	Good	Hawsers and Warps	Good
Plank (Bottom) and Counter	Good	Copper (or Iron) When put on	Good	Standing & Running Rigging	Good
Engine Room Skylights	Good	Caulking of	Good		
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good		
Scuppers	Good				
Cargo and Main Hatchways	Good				
Hatches	Good				

General Observations, Opinion as to Class, &c. She is now in a good condition and the Rules Sec 60. First clause have been complied with. With reference to the Owner's application for raised class it is submitted for the favourable consideration of the Committee that 1 year may be added to the original character of the ship under the mixed material Rule; thus raising her to 11A.1 and be continued A.1 for 7 years from June 1873. also to remain on the A.1 class for that period - after which to lapse to the A.1 in Red character and be then noted. S.S. 79 for 4 years in Red.

The Amount of Entry Fee ... £ 4 : : : received by me, 29/12/79 Special ... £ 6 : 6 : 30 Dec 79

Certificate (if required) to be sent as per margin... £ : :

Committee's Minute 1st January 1880

Character assigned Raised to 11A.1. Cont from June 1873 C.f. 9 & 16 yrs max for 7A.1.

Surveyor to Lloyd's Register of British and Foreign Shipping

In June 1880 to lapse to the A.1 in Red + noted

SS-79. for 4 years

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Repairs now done. A beam and a half beam to upper deck renewed also a beam scarphed and two others clamped. all with P. Pine. A rider keelson of P. Pine 15×12 fitted for a length of 32 feet amidships under main mast. Upper part of stemson renewed with E. Oak - also a bollard timber renewed on Starboard side. Both knight heads and a hawse timber ^{on each side} renewed with E. Oak. Mindless bitts renewed with African Oak. coaming to fore hatch renewed. A thick strake next waterway fitted on both sides and the upper deck doubled with 2 inch Oregon Pine ^{over felt}. Seven pairs of hold beams lodging knees taken off and rebatted over stout oak fillings between beams. A pair of iron diagonal riders fitted aft as compensation for two slightly defective timbers and an iron breasthook ^{similar piece} fitted.

From the first entry report of this vessel and our present survey it appears that the Frame is of French Oak - 12 years.

Keelson - P. Pine - 9 - - -

Deck & Hold Beams - French Oak 12 - - -

Outside planking to Light Water Mark }
Pitch & Red Pine } 12

Thence to walls inclusive. P. Pine Greenheart 9 x 12 years.

Sheerstrakes - Greenheart & E. I. Teak } 12 & 16 yrs
(principally E. I. Teak)

Topboards. P. Pine. Greenheart & E. I. Teak - 9. 12 & 16 yrs.

Waterways - Greenheart & P. Pine 12 & 9 -

Shelf pieces - Greenheart & P. Pine 12 & 9

Remainder of inside planking. P. Pine - 9 -

She ^{was originally} is at present classed 10A 1. vig - Materials 9A
Copper fastenings 1
10A

J. Hearn



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