

44058

Continuation Survey

REPORT of SURVEY for REPAIRS, &c.

Received in London Office, 31. 7. 84

No. 324 Survey held at London Date, First Survey 8 Feb Last Survey 30th July 1884
 Reg. Book. 324 on the BK John R Worcester (Companite) Master

TONNAGE:—
 NET 844 Built at Port Glasgow By whom Patterson When 1865
 GROSS 844 Owners J & R B Brown Port belonging to London
 UNDER DK. 781 Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Name of Dock Bullhead Dry Dock Destined Voyage Not given
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 4339 Port London
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship-) in salt water ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.) in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE Continuation Survey.
 At the present time the vessel placed in the dry dock the yellow metal stripped off all the close ceiling in the lower hold taken off and cement cut out between the spaces of floors. The hold cleared and stages made inside & outside. Outside planking scraped or dubbed bright from the light mark upwards, including the Plank sheers and waterways. The planking of one strake extending from midships to forward on Portside, & from midships aft on Starboard side removed exposing the ridge plates diagonal plates, and backs of the frames, also one plank of sheerstrake on both sides removed, a great number of through bolts taken out on each side, after length of Main keel taken out & refitted & rebolted with yellow metal, one after plank below on the Starboard side split out in order to cut the cement out to get at the keel bolts to drive them out. Oxidation stripped & beaten off the floors, frames, keelsons, plates, stringers, beam ke and all covered cement adhering firmly to the bottom & renewed where cut out by P.T.O.

PRESENT CONDITION OF THE		Boats	
Decks <u>New of Pitch Yellow</u>	Plank (Bottom) & Counter <u>Good</u>	Ceiling <u>new</u>	Boats <u>Good</u>
Waterways <u>Good</u>	Treenails or Rivets & Bolts <u>"</u>	Rudder <u>New, En Oak</u>	Masts, Yards, &c. <u>"</u>
Comings <u>"</u>	Breasthooks and Stemson <u>"</u>	Copper, <u>Y.M.</u> When put on <u>7-1884</u>	Condition, how ascertained <u>Examined</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Transoms, Pointers, & Crutches <u>"</u>	(State if on <u>Felt</u> , to load line)	Sails <u>Good</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Timbers of Frame at the openings <u>"</u>	Cement (if Iron Ship) <u>Good</u>	Anchor No. of <u>3 Pbs. St & Red</u>
Plank sheers <u>"</u>	Ditto ditto at other places <u>"</u>	Caulking of Bot'm, D'k, & Watrways <u>"</u>	Cables <u>Complex 270 Fathom</u>
Sheerstrakes <u>"</u>	Keelsons <u>"</u>	Windlass & Capstan <u>"</u>	Hawsers & Warps <u>"</u>
Topsides <u>"</u>	Champs & Sheels <u>"</u>	Pumps <u>"</u>	Standing & Running Rigging <u>"</u>
Wales <u>"</u>			
Engine Room Skylights <u>"</u>	Coal Bunker, Openings, Lids, &c. <u>✓</u>	Scuppers <u>Good</u>	Cargo & Main Hatchways <u>Good</u>
			Hatches <u>"</u>

General Observations, Opinion as to Class, &c. : She is now in an efficient state and to be reinstated as originally classed and to be continued 12 years A1 from 1884 & SS Lon 1884

Entry or Registration Fee (if chargeable) £ 3
 Survey Fee (per Section 23) £ 77
 Special Damage Fee (if any) (per Sec. 28) £ 5
 *Certificate (if required) £ 5
 Travelling Expenses (if chargeable) £ 0
 Second Surveyor's Fee (if any) £ 0

received by me, W. E. Davey 1st Aug 1884

Committee's Minute
 Character assigned Class A1 from 12 years from 1884
 Surveyor to Lloyd's Register of British & Foreign Shipping.
W. E. Davey
 Senhouse Martindale

(If a Steam Ship, state whether or not a Report is also sent on the Machinery.)
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 (Form No. 1 for Repairs—400—2/06—Transfer Ink.)
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character precisely as in the later Book.

Repairs. The outside planks taken out as required by the Rules put back again, except the Portside Bow Plank renewed with E. J. Teak, and the after bottom plank of Am R Elm.

A great number of bolts from the Masts renewed with galvanized Iron (nearly all)

New Main Deck of Yellow & Pitch Pine from forward & shifted into the Poop secured with galvanized Iron screw bolts & nuts, New Main Piece of Rudder Eng Oak. Beiling renewed.

Tested and caulked from keel to gunwale, including Waterways and Decks. Windlass unhooked & Nordling stripped.

Chain cables ranged in the lock bottom for examination.

Yellow Metalled on fell to near low line.

Senhouse Mastmade

Wm^o C. Davy

Now supplied 3 Beaver anchors.

25-0-0	Tested to	24-15-0-0	River Near	Testing House	27 June 1884	John Hartnup
24-1-14	"	24-4-0-7	"	"	24 June 1881	"
23-3-0	"	23-13-3-0	"	"	30 Nov 1875	"

Chain Cable
 135 fathoms of 1 1/16 tested to 5 1/2 tons breaking test 7 1/4 tons River Near Testing House April 14-1877
 John Hartnup

Senhouse Mastmade

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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