

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

47996x  
FRIDAY 20 JAN 1888

No. in Book. 247 on the *Wood Barque "Vimeira"* Date, First Survey 30<sup>th</sup> Nov 87 Last Survey 16<sup>th</sup> Jan 1888  
 TONNAGE: - Built at *Tunderland* By whom *J. Laing* Master *F. Olsen* - 87  
 NET 925 Owners *N. Olsen & others* Port belonging to *Arendal*  
 GROSS 967 Owners' Address *Arendal, Norway* Agents in London *Lloyd, Low & Co 7 East India Avenue*  
 UNDER DECK 1843 (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock & Dry Dock Name of Dock *Upper Globe* Destined Voyage *Algon Bay*  
 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. 407090 Port *Lon* Classed *Rest. Lon 76-16 981*  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard in Summer ft. ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship in Winter ft. ins.  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Half Time Survey - Section 34.*

This vessel has been placed in dry dock; the yellow metal sheathing stripped off the bottom. The timbers & air courses cleared. The bolts of lower deck are of yellow metal in good condition. Treennails driven out as per Rule. The wood lining of the windlass sufficiently stripped for examination & the ends of windlass exposed. The chain cables ranged. The masts & spars examined & all other requirements of the Rules complied with. The vessel now resalted.

The following removed for Norwegian Veritas viz: on the port side, 1 plank forward in the 5<sup>th</sup> stake below covering board; 1 plank abaft main mast in the 7<sup>th</sup> stake below covering board; listing 3" wide, aft, in the 5<sup>th</sup> stake below covering board. On the starboard side, 1 plank forward, in the 6<sup>th</sup> stake below covering board & a short length of plank in the 8<sup>th</sup> stake below covering board; 1 plank abaft fore rigging in the 5<sup>th</sup> stake below covering board; 1 plank from after end of main rigging to abaft main rigging in the 5<sup>th</sup> stake below covering board. The main piece of rudder renewed of English oak. The upper deck doubled with 2" pine from the front of the poop to right forward - on felt & fastened with screws. The bottom re-

## PRESENT CONDITION OF THE

Decks (main deck - doubled) - good	Plank (Bottom) & Counter good	Ceiling good	Boats good
Waterways good	Treenails or Rivets D <sup>o</sup>	Rudder (new main piece) D <sup>o</sup>	Masts, Yards, &c. D <sup>o</sup>
Comings D <sup>o</sup>	Breasthooks & Stemson D <sup>o</sup>	Windlass & Capstan D <sup>o</sup>	Condition, how ascertained by exam <sup>n</sup>
Up'r Dk. Beams & Fastenings D <sup>o</sup>	Transoms, Pointers, & Crutches D <sup>o</sup>	Pumps D <sup>o</sup>	Sails good
Low'r Dk. Beams & Fastenings D <sup>o</sup>	Timbers of Frame at the openings D <sup>o</sup>	Cement (if Iron Ship)	Anchor No. of 3.B. 15.2K
Plank sheers D <sup>o</sup>	Ditto ditto at other places D <sup>o</sup>	Caulking of Bot'm, D'k, & Wat'rways D <sup>o</sup>	Cables part new - good
Sheerstrakes D <sup>o</sup>	Keelsons D <sup>o</sup>	Copper, or Y.M. good	Hawsers & Warps D <sup>o</sup>
Topsides D <sup>o</sup>	Clamps & Shelves D <sup>o</sup>	(State if on Felt.) yes	Standing & Running Rigging D <sup>o</sup>
Wales D <sup>o</sup>		When put on how.	Hatches D <sup>o</sup>
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers (new) good	Cargo & Main Hatchways good

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

This vessel is in good and efficient condition, eligible in my opinion to be classed as before, and the requirements of the Rules for Half Time Survey having been complied with, to be marked in the Register Book "H.T. Lon. P.S."

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 188
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28) 10s. per maker	£	5	5 : 0	
Special on Damage, Fee (if any) (per Sec. 28) ...	£	:	:	
*Certificate (if required) to be sent as per margin	£	0	5 : 0	Received by me, 20/1 1888
Travelling Expenses (if chargeable) ...	£	:	:	
Second Surveyor's Fee (if any) ...	£	:	:	a f B
Committee's Minute	£	:	:	

Character assigned *Rest 16 A1 NY 88 7 & 4 M 188*  
 FRIDAY 20 JAN 1888  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 J. H. Truscott.



47996 Lon

caulked and resheathed with yellow metal on felt. The topsides recaulked. One boat new. The fore topmast, mizen topmast, spanker boom and gaff new. On account of wear 120 fathoms of  $1\frac{1}{2}$  inch <sup>tons</sup> <sup>cwt</sup> stud link chain cable now supplied - particulars as follows viz: breaking strain 71-15 - tensile strain  $5\frac{1}{4}$  tons - Robert Burrell Sup<sup>t</sup> - Low Walker 11<sup>th</sup> Dec<sup>r</sup>/76. One bower anchor and the large kedge now supplied - weight of bower ex. stock 28-0-14 - proof strain <sup>T.</sup> <sup>C.</sup> <sup>q.</sup> <sup>lbs</sup> 27-4-1-14 - J. Hartness Sup<sup>t</sup> - Sunderland 6/1/88; weight ex. stock of kedge - 5-2-0 - proof strain <sup>T.</sup> <sup>C.</sup> <sup>q.</sup> <sup>lbs</sup> 7-16-1-0 - J. Hartness Sup<sup>t</sup> - Sunderland 26 March/79. 75 fathoms of  $3\frac{1}{2}$  inch galvanized steel wire hawser & 15 fathoms of  $10\frac{1}{2}$  inch manilla spring supplied. The wire hawser, if it is guaranteed by the Manufacturers Edwin Ellis & Co Poplar will bear a strain of 26 tons without breaking.

J. H. Truscott.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2021

Lloyd's Register Foundation