

48534<sup>a</sup>  
**REPORT of SURVEY for REPAIRS, &c.**

Received in London Office.

MONDAY 25 JUNE 1888

Date of Writing Report 25<sup>th</sup> June 1888 Port of London

in Survey held at London Date, First Survey 14<sup>th</sup> April Last Survey 22<sup>nd</sup> June 1888  
Book. on the Barque HER MAJESTY (No. of Visits)

ONNAGE:— Built at Calcutta By whom Now Gam Master A. Sivertsen YEAR. MONTH.  
1104 Owners A. O. Olsen When 1856

DER DK. Owners' Address Sandnes, Norway. Port belonging to Sandnes  
(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Limehouse Destined Voyage Cardiff & Monte Video

Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins. Character in Register Book.  
(if these particulars are not yet recorded in the Register Book.)

ast Survey, No. Port Classed  
Coul. Lm. 73-11 } 17  
Said. 4 } 15  
A1

te clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.  
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.  
any letters respecting this case.

PAIRS, OR EXAMINATION AS PER RULE, FOR Continuation under Survey No. 3.

This Vessel has been examined in the Limehouse Dry Dock, and afloat in the West India Docks.

The bottom has been stripped and brightened. It was found impossible to drive out more than a small number of treenails, a sufficient number however have been bored out for examination and all found in good condition. The bottom has been recaulked and re-metalled on felt.

Proper stays have been made outside and the planking from the doubling upwards, and the plank sheers and waterways scraped bright. A shake of planking has been removed from the topsides on each side all fore and aft, including the buttocks, and the condition of the timbers ascertained.

Four of the stem timbers were found defective, and two of them being short in way of an old post have been renewed with Teak, and the other two repaired with Teak chocks. Six short planks have been removed from the starboard buttocks to effect this repair. All the planks which have been removed have been replaced by Pitch Pine, and the topsides have been recaulked all fore and aft.

PRESENT CONDITION OF THE		Boats Lt.		P.T.O.	
Decks	good	Plank (Bottom) & Counter	good	Boats Lt.	good
Waterways	"	Treenails or Rivets	"	Masts, Yards, &c.	"
Comings	"	Breasthooks & Stemson	"	Condition, how ascertained	Examined
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Sails	good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Anchors No. of	3 B. 1 S. 2 K.
Plank sheers	"	Ditto ditto at other places	"	Cables Rauled, 27 1/2 fms.	good
Sheerstrakes	"	Keelsons	"	Hawsers & Warps	"
Topsides	"	Clamps & Shelves	"	Standing & Running Rigging	"
Wales	"		"	Hatches	"
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c	"		"
		Scuppers	good	Cargo & Main Hatchways	good

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

The Vessel is now in a sound and efficient condition, and eligible in an opinion to be continued A1 for a further period of 6 years, dating from the expiration of the term of Continuation assigned under the second survey, viz. - 1888.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 4 : :  
Office Fee (if chargeable) per Scale II., Sec. 27... £ : : :  
Survey Fee (per Section 28) ..... £ 6 : 6 : -  
Special on Damage, Fee (if any) (per Sec. 28) ..... £ : : :  
Certificate (if required) to be sent as per margin  
Travelling Expenses (if chargeable) ..... £ : : :  
Second Surveyor's Fee (if any) ..... £ : : :  
Committee's Minute  
Character assigned  
Continued

Fees applied for, 26.6.1888  
Received by me, 29/6 1888  
22/6/88  
Cont A1 for 6 yrs from Dec/88  
£ 7 7/8 m 6/88

Chas. H. Jordan  
Thos. B. Dacey  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
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Lon 683 - 0286



The hold has been cleared and proper stages made. All the air courses old listrup and linbers have been opened out, and new listrup cut on each side in the ceiling at the bilges all fore and aft.

The stem, apron, hauser timbers, knight heads, breasthooks, stern post, flom, keelson, keel, rudder, planking outside and inside, the frame and inner surface of the outside planking where they could be seen, have been examined and found in good condition. The sheer and general form of the vessel has been found apparently unaltered.

Wine throat bolts have been driven out of the riders, and twelve out of the knees 'twain decks, and twelve out of the bedding knees in the hold, and all replaced by new bolts. Additional holes have been drilled in the riders in the hold and new  $1\frac{1}{4}$ " bolts driven in same.

The main deck having been previously doubled, the removal of a shake of deck plank for the examination of the beam ends has been dispensed with, (see letter attached) and they have been tested by bring and bounding instead and found good.

The windlass has been unhooking and its lining sufficiently stripped for examination and found good. The pumps have been examined and found in good order, and a new  $6\frac{1}{2}$  inch windmill pump has now been fitted in front of the Pop.

The masts, yards &c have been examined and the following renewed.

Fore topmast, Fore & main topgallant masts, Fore and main yards, Fore upper, and main lower topmast yards, and the Fore topgallant and spritsail yards. The Fore and main main masts, and main topmast have been repaired. The fittings to the masts & yards, and head gear have been repaired and made good where required. Thirty-nine chain plates to the fore and main rigging have been removed, new eyes welded thereto, and new dead eye bolts fitted where required. The vessel has now been converted to a Barque.

A new  $3\frac{1}{2}$  inch steel wire hawser, and a new 9 inch Cor hawser have now been supplied, and 75 fathoms of  $3\frac{1}{2}$  inch steel wire rope supplied in place of the stream chain which was found to be badly worn.

The chain cables have been ranged, and on examination only 120 fathoms were found good, the remainder being very much worn. Accordingly  $151\frac{1}{2}$  fathoms have now been supplied making a total of  $271\frac{1}{2}$  fathoms now on board. Certificates of Test for the latter have been produced of which the following are particulars.

No. of Cert.	Breaking strain.	Twice strain.	Mark	Sig. of Insp't
5146, South Dock, Sunderland, 15 fms. $1\frac{13}{16}$ " Stud link Chain Cable, 12 Sep. 1883	82 $\frac{3}{4}$ Tons.	59 $\frac{3}{8}$ Tons.	16-17-83. RWCP	J. Hartness
3718, South Dock, Sunderland, 15 fms. $1\frac{7}{8}$ " Stud link Chain Cable, 6 Oct. 1880	88 $\frac{9}{10}$	63 $\frac{1}{4}$	16-17-80 RWCP	J. Hartness
1611, South Dock, Sunderland, 15 fms. $1\frac{3}{4}$ " Stud link Chain Cable, 9 Aug. 1876	77 $\frac{1}{10}$	55 $\frac{1}{10}$	17-75-1611 RWCP	J. Hartness
1611, South Dock, Sunderland, 15 fms. $1\frac{3}{4}$ " Stud link Chain Cable, 9 Aug. 1876	77 $\frac{1}{10}$	55 $\frac{1}{10}$	17-75-1611 RWCP	J. Hartness
45, Glasgow Public Proving House, 46 $\frac{1}{2}$ fms. $1\frac{13}{16}$ " Stud link Chain Cable, 24 Nov. 1874	69.125	82.75	BM.T. 19-20. C.N. 74	William Fraser
3698, Low Walker, 8 <sup>th</sup> Oct. 1881, 4.5 fms. $1\frac{3}{4}$ " Stud link Chain Cable	77.2.2.0, 55.2.2.0	1.2.80. LPH-LW	BM.T. 82.75	Robert Barrall

Clas. H. J. J. J.  
 Lloyd's Register  
 T. C. B. B. B.