

REPORT of SURVEY for REPAIRS.

Continuation

20130

No. 147 Survey held at London Date Dec^r 20th 1854 to Jan^y 21st 1856
on the Barque "Bengal" Master J. B. Oates
Tonnage 470 Built at Gumbarton When built 1845
By whom built _____ Owners Smith & Co
Port belonging to London Destined Voyage _____
If Surveyed Afloat or in Dry Dock Nelson Dry Dock

Last Survey, No. 19309 Port London Classed 10 A. 1.

REPAIRS

How done, in accordance with the Rules, Section 34 the Keel's sides have been scraped bright from the Metal sheathing to the Waterway seams; trenails and bolts have been driven out for examination. See Owners letter to be excused from stripping the Metal sheathing to the light-water mark.

The following have been renewed viz fourteen Roughtrees and twenty two Toptimbers on the Lar^d and one Roughtree on the Star^d side with English Oak (fifty feet of English Oak fillings introduced) three planks in the upper, and four in the lower sheer strake on the Lar^d and two planks in the lower sheer strake on the Star^d side of English Oak and Teak, five planks of topside on the Lar^d side with Santzic pine one plank each side in the poop deck (which takes the

Present Condition of the

Decks <u>part-caulked</u>	Treenails <u>part new good</u>	Windlass and Capstan <u>good</u>
Waterways <u>part new, Caulked</u>	Breasthooks and Stemson <u>"</u>	Pumps <u>overhauled, good</u>
Comings <u>good</u>	Transoms, Pointers, and Crutches <u>good</u>	Boats <u>3 in No good</u>
Upper Deck Beams & Fastenings <u>part new</u>	Timbers of the Frame <u>"</u>	Masts, Yards, &c. <u>"</u>
Lower Deck Beams & Fastenings <u>good</u>	Keelsons <u>part new good</u>	Sails <u>2 suits good</u>
Planksheers	Clamps and Shells <u>"</u>	Anchors No. of <u>3 B. 1 S. 1 H</u>
Sheerstrakes <u>Scraped and</u>	Ceiling <u>"</u>	Cables <u>Good and Sufficient</u>
Topsides <u>Caulked</u>	Rudder <u>"</u>	Hawsers and Warps <u>Good & Sufficient</u>
Wales	Copper <u>When put on 1834</u>	Standing & Running Rigging <u>"</u>
Plank (Bottom) and Counter		

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good

She is now in good and efficient Condition, fit in our opinion to be Continued for 3 years A. 1. from 1855.

The Amount of Fee.....£ 5 : - : - is received by me,

Special..... 4 : 4 : -

Certificate (if required) : 5 : -

Committee's Minute 29th January 1855

Character assigned Cont 1st for 3 Years from 1855

B. Weym auth
J. H. Ritchie

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20130 Lon

(Mizen chain bolts) with English Oak, seventy eight feet of Waterway in the Lst waist with Dantzic fir, all the planks here in the Lst waist of Dantzic Oak, one shift of upper deck shelf with Dantzic Oak, one upper deck beam arm on the Lst side with English Oak, the fore and main channel on the Lst side with American Elm, all the trenails in the sheer strakes, thirty seven feet of Nelson with Mahogany, (abst the main mast) and twenty one feet of Hag Nelson with Dantzic Oak, seven four boards of ceiling on the fore and four on the S^t side of English and Dantzic Oak, two chocks of English Oak, to heels of Cant timbers (and two fillings introduced), the knee of Head taken down reduced, refitted and bolted, all the fittings of the Head renewed excepting the fore chocks, the main Rails and chocks with English Oak; all the fore, main, and Mizen chain bolts on the Lst and the Mizen on the S^t side renewed.

Two pairs of Iron hanging knees, added to the midship Hold beams, together with an Iron Crutch, and ~~an~~ Iron hook in the tween decks, bolted with Yellow Metal bolts; the lower Iron hook refitted and fastened.

The Vessel Caulked from the Metal sheathing to one seam of deck inside the Waterway.

The upper deck and Comings, the upper and lower deck bolts, and the outside planks thro' which they pass, the plank here, Waterways, and beams, the hamse timbers, knightheads, breastworks, and transoms; the floors and Nelsons; the keel and rudder, the planking out side, and the trenails passing thro' from the light water Mast upwards; the ceiling inside, and the frame and inner surface of the outside planking where it may be seen, all appear in good condition.

The sheer and general form of the Vessel remain unaltered.

P. Weym auth

J. B. Ritchie



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