

REPORT of SURVEY for REPAIRS, &c.

*41272

(Received at London Office, 22. 3. 82.)

No. 41272
No. in Survey held at London
Reg. Book.

Date, first Survey March 6 Last Survey March 21 1882
(No. of Visits 8)

on the Composite M. "Callow" O.W.
Official Number 57276
TONNAGE under Tonnage Deck 610
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 674
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St. mer, cut on Bm.

Built at Grangemouth When built 1866
Owners Executors of late A. Adamson Port belonging to London
Residence Office 34 Leadenhall Street London E.C.
By whom built Adamson Destined Voyage not fixed
Surveyed Afloat or in Dry Dock Eastern dry dock + Shadwell Basin
(State Name of Dock)

Length of Poop 48 ft. Ditto, Forecastle — ft. Ditto, Raised Quarter Deck — ft. Years assigned 16 Character in Register Book A. 1

Last Survey, No. 40037 Port Loon Classed 16 A. 1
REPAIRS, OR EXAMINATION AS PER RULE for continuation Sec 45 5.8 Jan 78 1.81
Cause of Repairs to be clearly stated.

This vessel was placed in dry dock, and all yellow metal sheathing entirely stripped off. The outside planking from light water mark upwards, with the plank sheer and waterways dotted and scraped bright. All close ceiling removed from upper part of bulge downwards. A strake of planking from midships forwards and from midships aft in way of bulge plate removed and a plank on each side in way of beam chestnut plate taken off. Both as required by rule backed out, and the cement in way of steel plate at places removed for its examination. The windlass unhooking and bearings sufficiently stripped. Chain cables ranged and equipment examined. Bow down, featherboard frames, and bolts to metal line cancelled. Planking removed for survey replaced with teak and fastened as before. Buzzer braces rebolted where required. Five shifts of deck on the starboard side, none on the port side, and the ends at the after part of main hatch removed. New pump casing, and the wood cheeks at the steps of

Present Condition of the		Trencils		Windlass and Capstan	
Decks	<u>good</u>	Minth & Miths	<u>good</u>		<u>good</u>
Waterways	<u>do</u>	Breasthooks and Stemson	<u>do</u>	Pumps	<u>do</u>
Comings	<u>do</u>	Transoms, Pointers, and Crutches	<u>do</u>	Boats	<u>do</u>
Upper Deck Beams & Fastenings	<u>good</u>	Timbers of the Frame at the openings	<u>do</u>	Masts, Yards, &c.	<u>good</u>
Lower Deck Beams & Fastenings	<u>do</u>	Ditto Ditto at other places	<u>do</u>	Condition, how ascertained	<u>examination</u>
Plank sheers	<u>good</u>	Keelsons	<u>good</u>	Sails	<u>complete</u>
Sheerstrakes	<u>do</u>	Clamps and Shelves	<u>do</u>	Anchors No. of	<u>3 1/2 1 1/2 2 1/2</u>
Topsides	<u>do</u>	Ceiling	<u>do</u>	Cables	<u>complete & good</u>
Wales	<u>do</u>	Rudder	<u>do</u>	Hawsers and Warps	<u>good</u>
Plank (Bottom) and Counter	<u>good</u>	Copper (or Y.M.) on f. When put on	<u>1862</u>	Standing & Running Rigging	<u>good</u>
Engine Room Skylights	<u>—</u>	Caulking of	<u>—</u>	Cargo and Main Hatchways	<u>good</u>
Coal Bunker, Openings, Lids, &c.	<u>—</u>	Bottom, Deck, & Waterways	<u>good</u>	Hatches	<u>good</u>
Scuppers	<u>good</u>				

General Observations, Opinion as to Class, &c. Being now in good and efficient condition and the requirements of the Rules for continuation under section 45 having been complied with we are of opinion she is eligible for a raise of class and continued for the period allowed by the Rules

The Amount of Entry Fee ... £ 5 : : : received by me, 22/3/82 Special ... £ 10 : 10 : 0 23/3/82
Certificate (if required) to be sent as per margin... £ : 5 : 0

W. L. Davy
Surveyor to Lloyd's Register of British and Foreign Shipping

(Travelling Expenses, if any, & none charged)
Committee's Minute 23rd March 1882

Character assigned Raised to 17A-1 S.S. 1882
14 & 16 Jan 1883 Cont 11A-1 from 1883 CF-14/82

(1) a Steam Ship, rate of a Report is also sent on the Machinery

(The Surveyors requested not to write on or below the space for Committee's Minute.)

(Insert Character precisely as in Register Book.)

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The main and Huggin Masts measured, and the ceiling cleaned and made good with new where required. Repainted with yellow paint on felt to former bright. Respecting the application made to the Committee, for an improved class for this vessel, it was found that upon the planking being rubbed and scraped bright from the gunwale to the light line, that it was of Teak, with the exception of one short boarding and two shifts ^{front} ~~middle~~ on the port side, and one boarding and one shift on the starboard side which were of ~~fir~~ ^{front} ~~front~~ in good condition. The remainder of the planking from light line to the keel is also of ~~fir~~ ^{front} ~~front~~ in good condition, and the ridge plate and frames in way of the planking removed as requested by survey was found to be in good preservation. Seeing that there is so large a proportion of 16 years material and only a few planks of the 12 years grade, we are of opinion this case merits the favorable consideration of the Committee for one years improved class under the usual material rule and may be marked 14 and 16 years material.

Wm. C. Davey



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