

Extracted from Report of Ships building
made to the Committee Nov^r 30 1856

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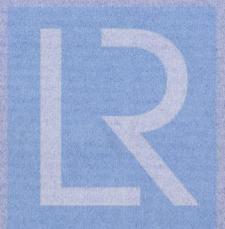
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and decayed, and two planks of Ceiling
next under them decayed. In the
space where the three planks of Wale
were not wrought, jam planks of
Wale were seen to have extensive
Furness to make up the deficiency
in thickness, varying from $1\frac{1}{2}$, $\frac{3}{4}$ & $\frac{1}{2}$ inch
in thickness on each side of the ship,

On the Starb' side two planks of Wale,
and one in upper course of Bottom badly
decayed; and other planks of Wale
require to have their defects cut out.

On the Port side, three planks of Wale
defective, apparently too bad to remain,
these and one defective plank of Bottom
to have their defects cut out for further
examination. Several Treenails were
seen to be defective from light water
mark upwards, and the workmanship
very rough.

Recommended that the Upper Deck Shelf be placed sufficiently low to admit of the proper height of Top-timbers above the Beams to receive Waterway's
The heavily Turned Planks to be removed, defective planks in Wale,
Bottom, Clamps and Ceiling to be replaced, and if the Builders prefer the introduction of Riders to the removal of the bad Shifting of inside and outside planking, then at least twelve pairs of Iron Riders should be introduced, extending diagonally from underside of Upper Deck Shelf across Floor Heads and to be through Bolted for any character



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BRS80-2422-(2/3)

Baugue "Peter Symons" about 400 tons
built by Miss² Symons & Co at Bristol under
Survey of the late Mr² Wood intended for
12,

13 A See Report of Ships building &
made to the Committee Nov 30 1856

The Ship has since been to sea not reported
by Mr² Wood.

June 22 1859 The Ship being in London
Mr² Symons the Builder and Owner made
application to Surveyor ^{for} Glassing Sattened
with Mr² Warren (in whose district the ship
was) Found her lying in alluvium
of the London Docks, without any accommodation
for surveying her. A Plank of Wales in the
Fore Body on the Port side appeared to be
very badly decayed

We recommended that the ship be
put into a dry dock, outside planking
to be dubbed or scraped bright above the
Yellow Metal Sheathing, likewise below
should it be found necessary, to search
for the defective planking, proper stages

to be made inside and outside, and how
given to the Office when prepared for Survey.

Reference to be made to the late Mr.
Woods memorandums to ascertain what
portion of the objections seen in Nov^r had
had been removed, previous to Launch.

The Owner promised to inform us
when she would be prepared for Survey
it appears he has removed her
to his own Ship-building premises at
Bristol.

July 12/59

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Deck Beams

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