

# REPORT of SURVEY for REPAIRS.

*Reclassing*

15. 164

No.          Survey held at London Date 6<sup>th</sup> 10<sup>th</sup> 22<sup>nd</sup> Feb 1854  
 on the B<sup>n</sup> John Laird Master W. Sweetman  
 Tonnage 264 Built at Liverpool When built 1842  
 By whom built W. John Laird Owners Robinson  
 Port belonging to London Destined Voyage           
 If Surveyed Afloat or in Dry Dock in Messrs Bilbe's dock & afloat

Last Survey, No. 97 Iron Ships Port         

Classed Δ \ on the

REPAIRS

This vessel has at present been docked and the outside plating scraped over and the red lead cement cleared out of some of the old indentations of Corrosion but no apparent alteration has taken place in the plating or rivets - and the butts and edges of the plating appear perfectly firm & good - The ceiling in the fore and after hold has been removed and the inner surface of the plating has been <sup>found</sup> very free from Corrosion on drilling a hole thro' one of the deepest indentations of Corrosion in the plate above the garboard strake it was found  $\frac{1}{2}$ " thick - there are four rivet heads <sup>only</sup> found wasted - New hold Ceiling has been <sup>put</sup> over

Present Condition of the

Decks <u>Good</u>	Treenails <u>None</u>	Windlass and Capstan <u>Good</u>
Waterways <u>        </u>	Breasthooks and Stenson <u>Good</u>	Pumps <u>        </u>
Comings <u>        </u>	Transoms, Pointers, and Crutches <u>all iron good</u>	Boats <u>Sufficient</u>
Upper Deck Beams & Fastenings <u>firm</u>	Timbers of the Frame <u>        </u>	Masts, Yards, &c. <u>best good</u>
Lower Deck Beams & Fastenings <u>        </u>	Keelsons <u>Pitch Pine Good</u>	Sails <u>pretty new sufficient</u>
Planksheers <u>Caulked</u>	Clamps and Shelves <u>Good</u>	Anchors No. of <u>3 4 1</u>
Sheerstrakes <u>all Good</u>	Ceiling <u>new in hold</u>	Cables <u>Sufficient</u>
Topsides <u>Iron sufficient</u>	Rudder <u>new spindle</u>	Hawsers and Warps <u>do</u>
Wales <u>        </u>	Copper <u>None When put on</u>	Standing & Running Rigging <u>do</u>
Plank (Bottom) and Counter <u>        </u>		

General Observations and Opinion,

This vessel is in efficient Condition and in my opinion fit for the safe conveyance of dry perishable cargoes and eligible

The Amount of Fee £ 1 : - is received by me, J. H. Ritchie to be reclassified Δ \

Special 2 : 2 : -

Certificate (if required) 5 : -

Committee's Minute 28 Feb 1854

Character assigned Δ \ and up

Special £ 2. 2. 0



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IRON 431-0105



434. Iron.

It is worthy of remark that the Corrosion  
of this (originally well built and very strong)  
Vessel has gone on Much more gradually  
for the last two years than it did at  
first. The Red Lead Cement appearing to have  
the effect of preserving the Iron over which it  
has been placed and there appears very little  
new Corrosion on the other parts of the bottom.

The outside <sup>of the</sup> Plating has now been painted  
with two Coats of Red Lead and the inner surface  
has ~~been~~ also been scraped & painted with Red Lead.

J. H. Ritchie

See  
2 March 1837  
D. H. P. 1 per  
the year

Q



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