

IRON SHIPS.

No. 4032 Survey held at London Date July 6th to Nov² 1853
on the Masted Rigged Screw Steamer "Peninsula" Master W. G. Hall *Last Survey Feb. 26/53 on her return from first voyage*
Tonnage—Gross 500 7/10 Engine Room 143 Register 365 7/10 Built at Greenwich
When built 1853 By whom built Messrs Joyce & Co. Owners Spanish & Portuguese Steamship Co.
Port belonging to London Destined Voyage Cadiz & London
If Surveyed Afloat or in Dry Dock On the Slip from the time she was Plated, and Coated, the Rivetting not complete, the Deck partly laid

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse. No.																																																																																																																																																																																																																																																																																																																																																
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What description of iron is used for the angle iron and bar iron in the vessel?																																																																																																																																																																																																																																																																																																																																																										

Builder's Signature W. Joyce & Co.
Registered
Foundation

535435 Iron

Workmanship. Are the lands or laps of the clench work in all cases sufficiently wide to take the rivets and support the strain on them? *yes*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *applied so*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Sliver pieces*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c. answer well to each other? *applied so* and are the rivet holes well and sufficiently counter sunk in the outer plate? *applied so*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *none seen*
 Was the plating caulked internally in the wake of the frames or ribs? *no*

Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .	Fathoms.	Inches.	N ^o .
One full Split all new	250	1 1/16	3
Fore Sails,	100	3/4	
Fore Top Sails,	90	0	1
Fore Topmast Stay Sails,	100	5	2
Main Sails,	00	4	
Main Top Sails,	00	4	
and		All of <i>good</i> quality.	

Her Standing and Running Rigging *is* sufficient in size and *good* in quality.

She has *a* Long Boat and *two* Life Boats and a Pinnace

The present state of the Windlass is *good* Capstan *Winch* and Rudder *and* Pumps *all new and good*

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

She has a raised 2^d Deck 2-0 high and 50-0 in length, and three Water tight Bulkheads.

This vessel was purchased by the present Owners when she was wholly Plated, the Plating had one Coat of Paint, Rivetting nearly complete, and part of the Deck laid; at which time she was placed under "Special Survey" for the purpose of completing, so as to be eligible for Classification, several improvements were suggested, to which the Builder readily agreed, and has since fulfilled.

In what manner are the surfaces preserved from oxidation?

*Outside. Three Coats of Red Lead throughout, two of Peacock's Patent Paint below water and three Coats of Black Paint above.
 Inside Two Coats of Red Lead.*

I am of opinion this Vessel should be Classed *A1*

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

Special£ 10-10-0

Certificate (if required)£ - : - : -

Committee's Minute *3rd March 1845*

Character assigned *A1*



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Lloyd's Register Foundation