

REPORT of SURVEY for REPAIRS.

1231 2072

No. 399 Survey held at London Date 24 Oct to Nov 5 1856
 on the Iron Ship "Lord of the Isles" Master Peter Maxton
 Tonnage 770 Built at Greenock When built 1833
 By whom built 691 Owners Martin & Co
 Port belonging to Greenock Destined Voyage Hong Kong
 If Surveyed Afloat or in Dry Dock Up in Green's Dry Dock & E. L. Dock
 Last Survey, No. 482 Port Iron Classed Admitted

REPAIRS

There was an order given for this vessel to be re-classed - An examination we found her deficient of a Clamp plate in the 'tween decks, the bulkheads not extended above the lower deck beams, and her upper deck secured with short screw bolts from the lower side: - her room and space is 18' with these exceptions she is stronger than the Rules require for the 12 Ad class - being double rivetted from the keel to the keel in the edges as well as the butts. She has double reverse angle iron on every frame extending up to within about 4' of the lower deck beams from

P. J. O.

Present Condition of the

Decks	Treenails	Windlass and Capstan
Waterways	Breasthooks and Stemson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Keelsons	Sails
Plank sheers	Clamps and Shelves	Anchors No. of
Sheerstrakes	Ceiling	Cables
Topsides	Rudder	Hawsers and Warps
Wales	Copper When put on	Standing & Running Rigging
Plank (Bottom) and Counter		

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

She is in our opinion, generally, much stronger than the Rules require for the 12 years class: but, having the foregoing deficiencies, we beg respectfully to submit her claims for the consideration of the Committee.

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

Special..... 2 : 2 : -

Certificate (if required)

Committee's Minute 2nd December 1856

Character assigned

Charge £ 9.2.0

Wm Davidson

Genl Commr

1856

1856

1856

1856

1856

Lloyd's Register Foundation

Iron432A-0051

1231 Lon

thence to the Gunwale there is a single reverse angle iron on every other frame, and her plating is heavier than the Rules require for the highest grade.

We recommended the Foremast and aftermost bulkhead to be continued to the upper deck, a Clamp plate to be introduced in the 'tween decks, and the butts of the upper deck to be thus bolted. The Owner (through his Representative) has declined carrying out our propositions. —

B. Weymouth



© 2019

Lloyd's Register
Foundation