

REPORT of SURVEY for REPAIRS.

No. 713 on the Ship "Conflict" Survey held at London Date 5th Feb 17th Feb 1857
 Master R Deas
 Tonnage 1305 Built at Liverpool When built 1855
 By whom built Cato & Co Owners Smith & Son
 Port belonging to Liverpool Destined Voyage _____
 If Surveyed Afloat or in Dry Dock in Messrs Carters Dock & London Dock

Last Survey, No. 1034 Port Liverpool Classed A 1

REPAIRS

at present three old rivets renewed in the lower plates of the fore body on the Starboard side - The plating of the bottom cleaned scraped and painted with three coats of a new Patent Mixture the two first being of Bar mick and emery and the third coat of Soap and oxid of Copper and the plating inside cleaned from bilge down and plastered over with Roman Cement - very little Corrosion was found either inside or outside but more inside than outside - Since this vessel was last seen in London and reported she had put back back to Liverpool where she has some repairs and an angle iron shelf and 20 orlop beams fitted about 7 feet below the original hold beams these beams are of bulb T iron 8" deep secured to angle iron stringers by bracket plates & knee plates - on referring to the

Present Condition of the

Decks	Good	Treenails	Rivets apparently good	Windlass and Capstan	Good
Waterways	Do	Breasthooks and Stenson		Pumps	Do
Comings	Do	Transoms, Pointers, and Crutches		Boats	Do
Upper Deck Beams & Fastenings	firm	Timbers of the Frame	all	Masts, Yards, &c.	Sufficient
Lower Deck Beams & Fastenings	firm	Keelsons	Iron	Sails	
Planksheers		Clamps and Shells		Anchors No. of	Well found
Sheerstrakes	all	Ceiling	Good	Cables	
Topsides	Iron Painted	Rudder		Hawsers and Warps	Sufficient
Wales		Copper	When put on	Standing & Running Rigging	
Plank (Bottom) and Counter					

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

We are of opinion that altho' in many respects this is a Carefully built Vessel the numerous deviations from the Rules above stated prevent her from being

The Amount of Fee.....£ : : is received by me, eligible for a higher Class than A 1

Special..... : :

Certificate (if required) : :

Committee's Minute 12th February 1857

Character assigned A 1

J H Ritchie
 Lloyd's Register
 Foundation

1260 Lion

on referring to the Original Report & Comparing it with
the Ship we find - there are only floor plates fitted
to every alternate frame making their space amidships
30 inches and forward & aft 38 inches - that the transverse
are also fitted to every second frame in place of on every
frame to the height of the hold beams - that part of the
outside plating is only up to the C A scale and all
the butts of the plating are single rivetted. and the rivets
thru the frames and plating are spaced about 8 inches in
place of 6 inches apart - But on the other hand
the plates of the bottom are narrow and all the edges
are double rivetted. and the addition of Orlop
beams is some compensation for the want of the
complete amount of transverse beams on the frames

J. H. Ritchie

22nd Jan^y

Mr Ritchie is requested to
state whether any additions can be made,
and if so what, which would in his
opinion entitle her to the 9th class grade.

We are of opinion that if floor plates were fitted
to the alternate frames that have none at present
and the transverse angle iron also be continued up to the
hold beams on all the frames - and a stringer of double
angle iron back to back or a clamp plate be fitted all
fore & aft below the upper deck knee plates - this vessel
would be eligible for the 9th class

22nd Jan^y 1857

J. H. Ritchie
J. H. Ritchie

for the owner
22nd Jan^y 1857