

# REPORT of SURVEY for REPAIRS.

No. 268 Survey held at London Date May 11 to August 5 1857  
 on the Iron S.S. "Thames" Master J. P. Brennan  
 Tonnage 397 Built at Dumbarton When built 1851  
 By whom built \_\_\_\_\_ Owners Brennan  
 Port belonging to Liverpool Destined Voyage \_\_\_\_\_

If Surveyed Afloat or in Dry Dock Lumley's Dry Dock and Deptford Creek

Last Survey, No. 284 Port Spon Classed A \ Capomitted

REPAIRS now done, two iron plates of bashing on the port side and two plates below it in the side renewed, also five others taken out, made fair and re-riveted; ten frames in way of Coal-bunkers where they were broken by collision have been shifted and fourteen reverse irons added, also five reverse-irons added to frames the aft side of it; each of the bulkheads have been strengthened by extra angle-iron fitted vertically between the original pieces so as to make them 2" 6" apart. a large Nelson added all fore and aft on each side of two angle irons back to back of 4" x 4", an extra bulkhead added forward extending to the height of deck beams, one new beam in after hold of bulk-iron and two others re-fitted and strengthened by angle-iron, four new iron stanchions in after hold and one at it in the 'tween-  
 P. I. C.

## Present Condition of the

Decks <u>partly caulked</u>	Treenails _____	Windlass and Capstan <u>good</u>
Waterways <u>one piece new</u>	Breasthooks and Stemson _____	Pumps _____
Comings _____	Transoms, Pointers, and Crutches _____	Boats <u>good and sufficient</u>
Upper Deck Beams & Fastenings <u>Iron</u>	Timbers of the Frame <u>Iron</u>	Masts, Yards, &c. _____
Lower Deck Beams & Fastenings <u>in</u>	Keelsons _____	Sails _____
Planksheers <u>good</u>	Clamps and Shelves <u>good</u>	Anchors No. of <u>3 B. 1 S. 1 No.</u>
Sheerstrakes <u>Condition</u>	Ceiling <u>Condition</u>	Cables <u>good and sufficient</u>
Topsides _____	Rudder _____	Hawsers and Warps <u>good</u>
Wales _____	Copper _____ When put on _____	Standing & Running Rigging <u>good</u>
Plank (Bottom) and Counter _____		

## General Observations and Opinion.

Caulking of Bottom, Deck, & Waterways. good where seen

This vessel has been thoroughly repaired and is now in good and efficient condition fit in our opinion to be re-classed A 1.

The Amount of Fee.....£ 1 : - : - is received by me,

Special..... 6 : 6 : -

Certificate (if required) : 5 : -

Committee's Minute 18<sup>th</sup> September 1857

Character assigned A 1

Damage per £ 6 6



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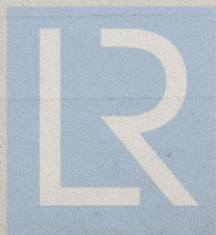
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decks, after part of vessel under Cabin floor enclosed so  
as to form a tank, boiler taken out and repaired.  
The wood ceiling in hold lifted to the height of hold-  
beams and in the 'tween-decks aft, the plating in way  
of the same thoroughly scraped and coated with two  
coats of Red-lead in fore hold to the above named height  
and the whole depth of vessel in engine-room and  
about the same where it could be got at; forty feet  
of Red pine waterway on the Port-side aft. Two strips  
of deck in way of the same, plank-sheer moulding  
on each side, 12 wood stanchions on the Port-side  
of Quarter deck all renewed; deck-house and deck-  
filaments repaired, vessel scraped externally from  
keel to gunwale, all bad rivets that could be seen  
renewed and bottom coated with three coats of  
Red-lead and three d<sup>ts</sup> of "Bacon's patent paint"  
flat of upper deck caulked from aft as far  
forward as the funnel.

J. F. Light



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