

REPORT of SURVEY for REPAIRS.

16115

27613

No. 233 Survey held at London Date Feb 16 to March 9 1859
 on the Iron built Sailing Ship Flying Venus Master J. Reay
 Tonnage 1293 Built at London When built 1855
 By whom built Messrs Mare & Co Owners J. C. Bates
 Port belonging to Liverpool Destined Voyage Bombay
 If Surveyed Afloat or in Dry Dock Afloat in the East India Dock for Messrs Jones & Co

Last Survey, No. 1290 Port Liverpool Classed A 1

REPAIRS

This Ship has just discharged a Cargo from Bombay in good condition. In March of last year she left Liverpool for Bombay and was then Classed A 1 for the voyage, the Owner having given to the Committee a written guarantee to submit her to Special Survey upon her return, to determine whether or not any portion of the additional fastenings recommended by Messrs Waymouth & Co. when submitted for Classification in London (previous to the present Ownership or Survey held by the Surveyors to this Society at Liverpool) were necessary.

The Ship arrived in London early last month and the Owner or his Agent in charge of the Ship was frequently reminded of the Survey required by the Committee.

On the 4th Inst. when in Messrs Jones & Co's Yard a Notice Card was sent, the following is a copy: "In accordance with the Rules of this Society, as amended, we beg to inform you that having inspected your vessel we respectfully recommend as highly desirable that the following repairs be effected:—
 1. Triple plate be rivetted to upper Deck Beams all fore & aft outside the Hatchways not less than 12 by 16, the watertight Bulkhead at each end of the Ship to be extended from the Lower Deck Beams to the Upper Deck Beams and properly secured, also a stringer plate fitted upon ends of lower Deck Beams all fore & aft of such form and dimensions as may be found most convenient before she is reported to the Committee to be Classed in the Registry Book upon her present Character." Bates Esq.

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
Planksheers	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 has now been placed in Dry Dock, the outer surface of Plating and points of Rivets scraped and proved to be in very good condition, the Bottom was very foul from Barnacles &c. has been coated with two coats of Red paint, and from thence upwards has been painted Brown.

The Ship being closely Cuited at every part inside and having about 400 Tons of Ballast in Hold prevents seeing the inner surface of Plating, Heads & Rivets or fastenings of Beams.

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

Special..... : :

Certificate (if required) : :

Committee's Minute 18th March 1859

Character assigned The Ship to be struck entirely out of the Registry Book

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IRON433-093

1605 Iron

Perceiving that the Butts in Plate of Upper Deck, are larger or more open than usual as though the Ship had elongated, and that they had required frequent Caulking inquiry was made of the Officers of the Ship who admitted that they had required Caulking three times on the passage home; we also found that the Butts of Lower Deck, were then open. These appearances led to the recommendation of the Six plates four y^{ft} upon the Upper Deck Beams, a fastening which has always been required by the Rules for each range of Beams. This Ship has not any.

She being very deficient in number of Orlop Beams, and those at present in having no Stinger upon their ends, recommended that a Stinger be placed there all four y^{ft} of such form and dimensions as may be found most convenient, as some compensation for Orlop Beams in the wide spaces, and her Bilges being high this Stinger would also compensate for the deficiency of the Bilge Keelsons recommended by Miss Waymouth. She has three Watertight Bulkheads in Hold, which do not extend above the Lower Deck Beams, the Rules require that one at each end should extend to the Upper Deck.

J. C. Martin

H. J. Boolds.



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