

REPORT of SURVEY for REPAIRS.

No. 954 Survey held at Amausa Date 6th May to 1st Sep 1858
 on the Iron Ship "La Brenda" Master J. H. Walters
 Tonnage 330 Built at Neath When built 1848
 By whom built _____ Owners H. Bath Ho
 Port belonging to Amausa Destined Voyage South America
 If Surveyed Afloat or in Dry Dock In Dry Dock

Last Survey, No. 972 Port Iron Classed G A 1 Capred
 56

REPAIRS Star^a Side 19 ribs broken & cracked
Port Side 18 ribs broken & cracked } in midships above the
 turn of Bilge, on each of which angle iron has been rivetted back
 to back 4 feet long, and a reverse angle iron 4 feet long 3×5 - the
 reverse angle irons have been extended to 25 in number on each
 side. Underneath the Tautcraft 3 ribs on Port side
 and 2 on Star^a side were found partially eaten away with corrosion
 on each of which, angle iron back to back and reverse angle iron
 4 feet long each, have been rivetted.

On the plate on each side under the Pumps an extra plate has
 been rivetted on the inside, and one plate in flat on Star side has been
 renewed.

3 additional hold beams have been introduced made with
 a plate & double angle iron on upper & lower edges $2\frac{1}{4} \times 5$.

The stringer plate on hold beams which originally ruled

Present Condition of the

Decks <u>Good</u>	Treenails _____	Windlass and Capstan <u>Good</u>
Waterways <u>"</u>	Breasthooks and Stemson _____	Pumps <u>"</u>
Comings <u>"</u>	Transoms, Pointers, and Crutches _____	Boats <u>"</u>
Upper Deck Beams & Fastenings <u>"</u>	Timbers of the Frame _____	Masts, Yards, &c. <u>"</u>
Lower Deck Beams & Fastenings <u>"</u>	Keelsons _____	Sails <u>"</u>
Planksheers <u>"</u>	Clamps and Shelves _____	Anchors No. of <u>6</u> <u>"</u>
Sheerstrakes _____	Ceiling _____	Cables <u>"</u>
Topsides _____	Rudder <u>Good</u>	Hawsers and Warps <u>"</u>
Wales _____	Copper _____ When put on _____	Standing & Running Rigging <u>"</u>
Plank (Bottom) and Counter _____		

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. new & Good

This vessel has had her Waterways & Planksheers scraped bright, all
 the ceiling removed, the corrosion cut & eaten off the parts inside in
 accordance with rule sec 18 and in this state she has been surveyed by us.

On the outside we had the paint & coating cleaned off in various
 places, but found no corrosion, the coating in some places being $\frac{1}{4}$ of
 The Amount of Fee.....£ 4 : " : " is received by me,

Special..... £ 5 : 5 : "

Certificate (if required) : £ 5 : "

Committee's Minute 7th September 1858

Character assigned Conf^d

1725 Iron

on the beam abapt the Main Mast, has now been extended
aft to the Bulkhead.

On the Keel which was but a single plate & in some
places partially eaten away there has been a plate rivetted
58 x 13 wide extending from the Stern to within a few feet of
the Stern post.

All rivets renewed where found necessary in No about 55.

Rudder nearly all new.

1 Topsail, 1 Foresail & 1 Mizzen new.

I was several hours in the examination of this Vessel and had the
plates bored and I believe she is entitled to the Continuation of Character
in accordance with the Society's Rules *J. W. Brady*

an inch thick. We also had holes drilled in different parts
of the ship & found that in the flat the plates were $\frac{7}{16}$ & in
the sides $\frac{5}{16}$ thick.

The above repairs having been completed, the ship is in
good condition & we are of opinion, is eligible to be continued
on the first description of the first class for one half her
original time.

Wm. Johnson.



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