

# REPORT of SURVEY for REPAIRS.

*Continuation and alterations*

No. 165 Survey held at London Date 1<sup>st</sup> Jan<sup>y</sup> to 9<sup>th</sup> March 1860  
 on the Peninsular Master James F. Archer  
 Tonnage 309 Built at London When built 1853  
 By whom built \_\_\_\_\_ Owners Hall & Co  
 Port belonging to London Destined Voyage London & Cadiz  
 If Surveyed Afloat or in Dry Dock Union Dry Dock

Last Survey, No. 1686 Port Iron Classed A 1

## REPAIRS

In accordance with the rules for Iron ships sections 10 & 23. The vessel scraped from keel to waterways outside and also inside where not coated with asphaltum and all corrosion beaten off the surfaces and subjected to careful survey and found good now done. The upper deck from the break of raised <sup>Quarter deck</sup> ~~deck~~ forward for 50 feet in length removed. The frames in this range and scarfhol. also the reverse Lirons to alternate frames original built. The side plated up with one range of plates three  $\frac{1}{2}$  inch half inch thick butts and edges hooked carvel with liners. The hullheads carried up to the raised deck (one being at the break) the lower deck for the same length raised the lower deck spirketting plates  $14 \text{ and } 5 \text{ by } 3 \frac{1}{8}$  being carried forward through the hullhead. also another stringer plate between decks.

## Present Condition of the

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

## General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good

This vessel having undergone the whole of the requirements of the rules. Section 10 (Iron ships) is now in good and efficient condition eligible in our opinion to be Continued on the A 1 Character for 3 Years from The Amount of Fee.....£ 5 : - : - is received by me,

Special..... 5 : 5 : -

Certificate (if required) : : :

Committee's Minute 20<sup>th</sup> March 1860

Character assigned 1<sup>st</sup> Iron 1853  
Cont 3<sup>rd</sup> Iron 1857

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IRON434-0185



2089. Iron

The stringer plate on the new raised deck is 16 lbs broad by 1/2 inch thick with Angle iron as original built. one new beam of hub. iron and the original ones now doubled with <sup>lbs</sup> 3 x 4 all well connected. With the side an additional stringer has been introduced covering the joints of the raised frames. A new piece of waterway on each side and new deck where altered. New brass brast.

W. Mumford

Thos. W. Waite



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