



for reclassing for a term of years, and continuation

Last Survey, No. 2586 Port Essex Classed — 57 smith

The ceiling in hold, taken up. The boilers removed and the engines taken to pieces. The plating inside and outside scraped and beaten clean. The waterways scraped and the vessel surveyed in accordance with the rules. Sec 10. (Iron Ships)

Renewed. Six plates in Garboard strake on port side and four Starboard. Nine plates in bottom on port side and seven Starboard in the three strakes next Garboard (in all 26 plates) all in the range of engine room and after hold. The plating in other parts holed and the thickness ascertained. 14 bulkheads in the boiler space removed and others fitted from frame to frame. 49 other bulkheads renewed. 1740 rivets renewed in bottom and keel, reverse angle irons carried up on every frame to upper deck in the boiler space & coal ho and on alternate frames to fore and after bulkheads. The upper ends turned and rivetted on to the beams. The hold beam stringer taken down and a bulkhead

Present Condition of the

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Hull			Mast			Deck			Rigging		
Decks	part new	Good	Ribs	renewed	Good	Windlass and Capstan					
Waterways	do	do	Trunnels			Pumps					
Comings	do	do	Breasthooks and Stemson			Boats					
Upper Deck Beams & Fastenings	strengthened		Transoms, Pointers, and Crutches			Masts, Yards, &c.					
Lower Deck Beams & Fastenings	do		Timbers of the Frame	strengthened		Sails					
Planksheers	Good		Keelsons		Good	Anchors	No. of	3 B.	1 S.	1 K.	
Sheerstrakes	Iron		Stringers			Cables		28 lbs. Dec.			
Topsides			Clamps and Shells	strengthened		Hawsers and Warps					
Wales			Ceiling	removed & replaced		Standing & Running Rigging					
Plates			Rudder		Good						
Plank (Bottom) and Counter	part new		Copper		When put on						

General Observations and Opinion.

Caulking of Bottom, Deck, & Waterways.

The neglected condition of this vessel and the requisite cleaning and heating caused great delay in proceeding with the survey and repairs - By the first entry report it appears that the plating is in excess of the 9 Years grade and by the additions now made, where hitherto deficient, We are of opinion that she is eligible to be classed G.A.1 from 1851. and having now been surveyed in strict accordance with the rule Sec. 10. (I) she is in good and efficient condition, eligible to be continued for 5 Years from 1860

The Amount of Fee.....£ 3 : — is received by me,

Special..... 10 : 10 : —

Certificate (if required)

Committee's Minute 30 May 1862

Character assigned

Conts ~~1~~ 1 pr 5 grains from 1860
 record repair (t.s.) 2, M.C. 62

2817 Iron

fitted and rivetted to it from the fore bulkhead to shaft the back
of the poop - an upper ledge staves of double \angle iron $4 \times 4 \times \frac{1}{2}$ added
bracketed to fore and after bulkheads. Three beams in poop strengthened
with built iron $6 \times \frac{1}{2}$ four beams in forehold strengthened with \angle iron
 5×3 . one beam to upper deck between engines and boilers
renewed, one piece of upper deck waterway on each side over
boilers new of red pine. the greater part of the flat of upper Dk
between poop and fore hatch new of Y. Pine. a rudder trunk
now fitted and one rudder brace renewed. the Windlass stripped
examined & looped. 30 fathoms of new chain cable added.
The bottom inside now coated with cement. the ceiling re-laid
boilers renewed and engines refitted

W. S. Munford
Thos H. Wawn



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Foundation