

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 1923** Survey held at **Birkenhead** Date **July 25th Nov 1st 1864**
 on the **Iron Sc^{rs} Royal Standard** Master **Correll**
 Tonnage **2033** Built at **Newcastle** When built **1863**
 By whom built **Talmier** Owners **Wilson &**
 Port belonging to **Liverpool** Destined Voyage **Melbourne**
 If Surveyed Afloat or in Dry Dock **Men^{rs} Clove & Co. dry dock & afloat.**

Last Survey, No. **3340** Port **Iron** Classified **12 A1.**

REPAIRS Of Damage now done, all the poop plating on the Starboard side and the iron bulwark plates were badly bent inboard and damaged now renewed, all the poop beams taken down, repaired and set to the right curve, the whole of the upper deck from the fore-hatchway aft. taken up the diagonal plates being badly bent down between the beams have been taken up set fair, refitted and riveted, and the deck renewed of yellow pine, all the Chain plates on Starboard side repaired and refitted, one new plate in Sheerstrake on the Starboard side, also one plate renewed in the deck stringers others set fair and riveted, upper and lower deck Cantred and deck fitments renewed and repaired as found necessary, all new rigging the old Present Condition of the having for the most part been carried away or

Decks new and Cantred	Treenails	Windlass and Capstan good
Waterways good	Breasthooks and Stemson	Pumps "
Comings "	Transoms, Pointers, and Crutches	Boats good & sufficient
Upper Deck Beams & Fastenings Iron	Timbers of the Frame at the openings Iron	Masts, Yards, &c. good & sufficient
Lower Deck Beams & Fastenings good	Ditto Ditto at other places good	Sails mostly new & good
Plank sheers where	Keelsons where	Anchors No. of 33. 15. 26.
Sheerstrakes seen	Clamps and Shelves seen	Cables good & sufficient
Topsides seen	Ceiling	Hawsers and Warps "
Wales	Rudder	Standing & Running Rigging "
Plank (Bottom) and Counter planted	Copper When put on	

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways. **good & sufficient where seen.**

This vessel having been efficiently repaired and now in good condition I am of opinion she is eligible to be Classed as requested by the Owners viz. **A1.**

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

Special...../6 : 16 : 0 23/2/65

Certificate (if required) " : 5 : "

Committee's Minute **Liverpool, 24th February 1865**

Character assigned **A1 - Record Damage Repairs**

Damage for £12. 12 1/2



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IRON438-0154

39 99 Iron

Cut away to clear the wreck. 11 frames in way of poop - side (on the Starboard side) cut and shifted and renewed where damaged badly, and strengthened by reverse angle iron over the joints; 10pm. also renewed and other spars repaired and in part new, bottom painted. Extra work. - The poop lengthened forward and now nearly to the limit of length (when taken with fore-castle) allowed by the Rules, viz $\frac{3}{5}$ the length of vessel. Side plating to new part of poop $\frac{8}{16}$ and $\frac{9}{16}$ beams. at alternate frames and of two angle irons, one $6 \times 4 \times \frac{5}{8}$ and backed by one of $3 \times 3 \frac{1}{2} \times \frac{8}{16}$ as found in the old part of poop. Deck plating newly arranged by a house amidships extending forward from front of poop. Two anchors now supplied in lieu of others removed from the ship being considered too light for her.

Weights of ones supplied: -

	Cwt.	qr	lb	
39	3	2	without stock	
And Cat's miller's dale	7	3	22	stock

Public test produced sh. @ 24 $\frac{2}{4}$ " 2. 24
 And Strain $\frac{1}{35}$ " 12 " $\frac{1}{12}$ " but of 652

One A 4

	Cwt.	qr	lb	
210	0	7	without stock	
8	0	1	stock	

Public test as above and strain $\frac{1}{35}$ " 16 " $\frac{1}{12}$ " but of 658

218	0	8	
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J. F. R. Light

Royal Standard