

REPORT of SURVEY for REPAIRS.

Damage repairs &c

No. in Reg. Book. 811 No. 5632 Survey held at London Date 6 Aug 1868
 on the Ship "Conflict" Master A. Boyd
 Tonnage 1171 Built at Liverpool When built 1833
 By whom built _____ Owners J. Smith Junior
 Port belonging to Liverpool Destined Voyage Australia
 If Surveyed Afloat or in Dry Dock Imp^r Carters Dry Dock.

Last Survey, No. 5631 Port Iron Classified A. 1.

PAIRS This vessel was subjected to a thorough survey in June when Stages were made inside and outside of her. Her plating, stringers &c were then thoroughly chipped or scraped, all ceiling removed. Plates drilled to ascertain their thickness, which were found in no case materially reduced; the Chain Cables examined and examined found good and sufficient. The Windlass examined and found in good condition. The Rudder Swivel renewed, all defective rivets renewed, the Cement in the bottom repaired where found necessary. Both main and lower decks caulked. The Ceiling refitted, after she had been painted inside and outside, and her bottom coated with Tallow.

After having undergone the survey alluded to, and being removed from the Dry Dock, she listed over, said to have been caused by the ballast (of Coal) shifting, and as the water ebbed, she gradually grounded on her Starboard side in the Dry Dock. She was promptly shored, and ultimately got upright and placed on blocks in the Dry Dock. When upon Survey it was found that she had torn

Port new - Caulked

terways greater part refitted

gings good

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Planksheers

Skeerstrakes

Tonsides

Bottom (Bottom) and Counter Scraped

and painted -

General Observations and Opinion,

The was classed G. A. and Continued for 5 A. but at the request of the

Owners the term of years was not inserted. Altho the Restoration

Rule has not been how strictly complied with, the Waterways under

the Prop and Iron cns etc and the upper deck not having been entirely

removed, we respectfully submit her claims for Restoration from

The Amount of Fee.....£ 5 : - : - is received by me, the present date, for

Special..... 3 : 3 : -

Certificate (if required) : :

Committee's Minute 10th September 1868

Character assigned Restored A 1 for 4 years

Damage Fee. £ 8 : 8 : as per Rules

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Treenails none - rivets good

Breasthooks and Stemson

Transoms, Pointers, and Crutches

Timbers of the Frame at the openings

Ditto Ditto at other places

Keelsons

Clamps and Shelves

Ceiling

Rudder

Copper none When put on

Caulking of Bottom, Deck, & Waterways. Good where seen

Windlass and Capstan

Pumps

Boats

Masts, Yards, &c. good

Condition, how ascertained examined by

Sails

Anchors No. of

Cables

Hawsers and Warps

Standing & Running Rigging refitted

Consideration of the Committee

P. W. Wainwright

Thos. Wainwright

Lloyd's Register

Foundation

her plates on the Starboard side in midships extending from the gunwale to the Hold asunder, drawn the butts of her upper deck on the Starboard side broke several frames in midships and damaged several plates of the bottom; in consequence of which, twenty six plates on the Starboard side in midships have been renewed, ranging in strakes from the third out from the keel upwards; in addition one plate of Bulwark, one of upper deck stringer, one diagonal tie plate parts of sixteen frames in the bottom, and two upper lengths, and fourteen Reverse Angle Irons have been renewed; about 45 feet of the Starboard bidge keelson taken up and refitted - Fourteen new Butt straps fitted on the Port side - All the Cement removed ^{in the Dry Dock} and all the rivets carefully tested, about 400 renewed; - The upper deck Waterways from a shift within the Prop to a shift within the Fore castle taken up, and an Angle Iron $6 \times 3\frac{1}{2} \times \frac{3}{8}$ added to the upper deck stringer plate, and rivetted to it, and to reversed frames attached to the main frames which extend to the main Rail; - the inner and outer Waterways refitted with Part new; - the upper deck ranging from the Prop to the Fore castle on the Starboard side, and from the main Hatch to the Waterway - renewed; - and on the Port side three strakes of deck next the Waterway new; - the Lower deck Waterway extending from the Fore mast to the Mizzen mast taken up and replaced, a large number of rivets renewed, and added in the lower deck stringer Angle Iron under it; - the decks Caulked, the inside of the bottom recemented, and the plating & Painted -

The following not in consequence of damage - Reverse Iron added to alternate frames ranging from abreast of the Fore mast to the Mizzen mast, under the Bidge keelson, which has been additionally rivetted to it; - and the Bulwark plating from the Prop to the Fore castle has been doubled with $\frac{1}{4}$ Plate iron -

In 1865 she had an entirely new upper deck when diagonal tie plates &c were added to the upper deck beams -

W. Waymouth

Thos. McNaughton

J. J. Cornish