

REPORT of SURVEY for REPAIRS.

11337

Recd 30 Jan 1845

No. 117 Survey held at London Date from 18 Sep. 1844 till 4. Dec. 1845
on the Steamer "Neptune" Master Whittingham
Tonnage 621 Built at Blackwall When built 1837
By whom built Messrs Green Wigram & Green Owners General Steam Navigation Co.
Port belonging to London Destined Voyage _____
If Surveyed Afloat or in Dry Dock in Dry Dock

Last Survey, No. 8489

Classed B A \

Port London

REPAIRS

at present the Engines & Boilers have been taken out - the beams and decks over the engine room removed all the old diagonal ceiling on both sides from the fore hold to the after hold has been ripped off. Several defective top timbers shifted and additional filling timbers fitted - New upper deck shelves of African Oak fitted 8x10" and new lower deck shelves put in from the turn of the bows to the quarters of African Oak 10" square through bolted with iron Copper bolts in every timber. New Midship Ceiling brought horizontally with long African & greenheart Clamps scarfed together. The Ceiling over the first futtock in the bows & stern has also been removed and defective futt on one side & 5 on the other with 5 fillings fitted and new Ceiling brought there both forward & aft of African Oak - a new forepiece of Reddon and Stenston Knee put in with two new long iron breasthooks and two iron riders over Reddon & two new Crutches aft all Copper bolted also 11 pairs of long diagonal iron riders weighing 4 1/2 cwt each fitted as shown in the margin running down from the upper shelves to the floor timbers this bolted in every timber with Copper below the beams (Please to see)

Present Condition of the

Decks

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Spirketting

Plank Shears

Waterways

Hatchway Comings

Breasthooks

Transoms

Timbers of the Frame

Topsides

Wales

Counter

Plank & Treenails
(Outside to the Water's Edge)

Rudder

Boiler

Windlass

Capstan

Pumps

Masts, Yards, &c.

Sails

Cables

Anchors No. of

Standing & Running Rigging

General Observations and Opinion,

This Vessel has now at great expense been put in most efficient Condition - Since she was built there has been a relaxation of the rules with respect to the use of fir beams in Steam Vessels and the other materials used in her Construction (see original report) would entitle her to be Classed B A

The Amount of Fee.....£ 3 : - : - is received by me, and of which in my opinion she is worthy

Committee's Minute

Character assigned

Special £2.2



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Lloyd's Register
Foundation

10618-0354

11337 Son

and bolted with iron above - 5 New Engine Sleepers of Mautzger
fir have now been fitted - two new Strakes of topsides aft on both
sides have been brought - a new Carboard bulk has been fitted
to the fore Paddle beams - 6 new upper deck beams over the
boilers and all new upper deck of 3 inch stoutie fir from the
after hatch to the Paddle shafts - New wrought iron Haunches
Rails Bulwarks from the Paddles to the Poop - new front
of Poop new Paddle Cases - Ship Stripped Caulked all
over and bottom resheathed with Yellow Metal on felt -
Mast, Spars, Rigging generally overhauled - Boilers & Engines
taken down and entirely refitted -

W. H. H. H.