

20572
Recd 1856

REPORT of SURVEY for REPAIRS.

No. 356 on the Ship "London" Survey held at London Date 16th August to 13 Sept 1856
Tonnage 612 Built at London Master H. Young When built 1833
By whom built Messrs Ingram & Co Owners Leigh Smith
Port belonging to London Destined Voyage India
If Surveyed Afloat or in Dry Dock in Fletcher's dry dock and West India Dock
per Messrs Ingram & Co

Last Survey, No. 18930 Port London Classed omitted 12A 1
REPAIRS in accordance with the rules Section 54: Rest 46-8 54

Now done. The vessel scraped bright from the Metal line upwards including plank sheer and waterway. Bolts and trenails driven out for survey and found satisfactory.
Renewed, on the Starboard side, five shifts of wale plank between fore and main rigging with Dautye oak. two shifts of Poop drift with Dautye pine. On the Port side three shifts of Midship wale plank with Dautye oak. three shifts of Poop drift with Dautye pine. In the hold on the Starboard side under the fore hatch from bilge upwards, eleven first-foot-hook chocks and seven fillings introduced between the timbers of English oak. also seven shifts of plank over new chocks with Dautye oak. Under Quarter hatch one floor and one first-foot-hook checked with English oak. also four shifts of plank with Dautye oak. On the portside above the bilge between

Present Condition of the			
Decks	Trenails	Windlass and Capstan overhauled	Efficient
Waterways	Breasthooks and Stemson	Pumps	
ings	Transoms, Pointers, and Crutches	Boats	
Upper Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.	Good and
Lower Deck Beams & Fastenings	Keelsons	Sails	sufficient
Plank sheers	Clamps and Shelves	Anchors No. of	
Sheerstrakes	Ceiling	Cables	
Topsides	Rudder	Hawsers and Warps	
Wales	Copper	Standing & Running Rigging	Refit.
Plank (Bottom) and Counter	When put on		

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways. Efficient
The rules Section 54 having been complied with, we are of opinion that she is eligible to be continued for three years from 1854.

The Amount of Fee.....£ 5: : is received by me,
Special.....4: 4: }
Certificate (if required) : 5: }

Committee's Minute 10th September 1856
Character assigned Fit to 1 from 3 Years from 1854
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LON 637-0271

2572 ton

the fore and Main Masts, three shifts of plank with Dautye Oak. The riber bolts in way of New plank have been renewed with $1\frac{1}{2}$ in 4 in. A pair of iron straps have been added under Quarter hatchets extending from lumber strake to above the filge secured with seven inch 4 in bolts. The lumber strake has also been bolted at the floors between the fore and ^{Main} Masts with $\frac{3}{4}$ & $\frac{1}{2}$ 4 Metal bolts alternately. The lower deck bolts in way of New sole plank, also those driven out for the have been renewed with a size larger. The strake of deck adjoining Waterway on each side fore and aft renewed with Dautye deal and the strake of deck each side of Hatchway from Main Hatchway forward with Dautye Oak. Windlass overhauled and Gypsy patent Whelps added on the port side. The channels have been reduced in breadth. New Chain rods fitted extending to the top of the top-gallant rail also new Chain bolts fore and aft. and the rigging refitted. There has been a listing cut off from the edge of the Upper filge plank on the Starboard side in order to examine Chocks. Which were found in good condition. The Metal sheathing was stripped off the bottom in way of the work (in order to have same through fastened) and renewed on the bottom has been caulked where exposed also from the middle line upwards to the third beam of deck inside the Waterway and the middle line of deck. The upper deck and Coaming of the upper and lower deck bolts and the outside plank through which they pass. the plank sheers, Waterways and beams, the House timbers, Knight heads, breasthooks and transoms; the floors and Nelsons the Keel and rudder; the planking outside and the transoms passing through from the light watermark upwards the Ceiling inside, and the frame and inner surface of the outside planking where it can be seen appears in good condition. The sheer and general form of the vessel remain unaltered.

Jm Davidson
W. Mayman



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