

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 158 Survey held at London Date Dec 2<sup>nd</sup> to Feb 6<sup>th</sup> 18 63  
on the Ship "The Tweed" Master W. Stuart  
Tonnage 1743 Built at Bombay When built 1837  
By whom built \_\_\_\_\_ Owners Willis & Son  
Port belonging to London Destined Voyage Bombay  
If Surveyed Afloat or in Dry Dock Ships Green's Dry Dock & East India Dock

Last Survey, No. 25670 Port London Classed A. 1.  
63

## REPAIRS

Since she was last reported to the Committee, her lower deck shelf has been made continuous in midships, lower deck beams added and secured with wood hanging knees, and the lower deck laid, making the lower deck complete from stem to stern - and her main mast shifted forward ten feet. The foregoing is said to have been done at Bombay.

Now done, four Orlop beams added, two being in the fore hold and two in the after of deck, secured with iron hanging knees, temporarily fastened with screw bolts to the ship's side - Her stroke planks split out on each side in midships in way of the saddle shaft hole, and saddle beams, and the planks of deck properly shifted over them; and well bolted with thin and short galvanized iron bolts; the said planks were in

Present Condition of the

Decks	Treenails	Windlass and Capstan
Waterways } <u>Good</u>	Breasthooks and Stemson	Pumps
Comings } <u>Good</u>	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c. } <u>Good and</u>
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Sails } <u>Sufficient</u>
Planksheers	Keelsons } <u>Good where</u>	Anchors No. of
Sheerstrakes	Clamps and Shelves } <u>Seen</u>	Cables
Topsides	Ceiling	Hawsers and Warps } <u>100 fath of 7. Iron</u>
Wales	Rudder } <u>Yellow metal</u>	Standing & Running Rigging } <u>part repaired</u>
Plank (Bottom) and Counter	Copper } <u>part</u> When put on <u>1863</u>	

## General Observations and Opinion.

They respectfully refer to the 1<sup>st</sup> Entry Report, and to state that the deficiencies which appeared to exist when that was made, viz - the want of a lower deck shelf, and lower deck beams, Orlop beams and deficiency of longitudinal strength in midships in way of the shaft hole and saddle beams, have now, or at Bombay, been made good.

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

Special.....3 : 3 : -

Certificate (if required) : 5 : -

Consequently recommend her to be Classed B. 1. having been built under a shell.

Committee's Minute 14<sup>th</sup> March 18 65

Character assigned A. 1 for 13 years

See London Report No 25670



2 0688 Lon<sup>us</sup>

three adjoining strakes. 7 thick - She has been edge bolted with 18 galvanized iron bolts ranging from before the fore rigging to abaft the main, and passing from the plank sheer to the lower edge of the sheer strakes, or four strakes down - And she has been strengthened inside by the introduction of an iron plate 30 feet by 12 x  $\frac{3}{4}$  well bolted, close up under the upper deck beams, ranging from Paddle Beam to Paddle Beam -

B. Weymouth  
Hornish -