

Composite,
REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** Survey held at London. Date 20th Oct. to 3rd Nov. 1866.
on the Composite Ship "Eliza Shaw" Master John Steele.
Tonnage 696 Built at Glasgow When built 1863 (9. Mo.)
By whom built Stephens. Owners J. Shaw.
Port belonging to London. Destined Voyage Japan and Shanghai.
If Surveyed Afloat or in Dry Dock anal Dry Dock and East India Dock.

Last Survey, No. _____ Port _____ Classed 15. A. 1. 10/66.

REPAIRS Now done:- The vessel placed in Dry Dock, sighted the Bottom and patched the yellow metal sheathing.

Lifted the Lumber-boards, on each side fore and aft, also three planks of ceiling of the hold, on each side amidships, and two planks of a side forward and two aft, for the purpose of ascertaining the condition of the flume, Iron Frames and Washers, metal bolts for securing the outside planking, and the inner surface of the outside planking.

The flume, - which was said to be composed of two parts sand and two parts Portland cement, - was found to be of the hardest possible description, and adhering in a most satisfactory manner to the Iron Frames, Floor-plates, and Flat Keel Plate. Some idea may be formed of its tenacity, when we state that, after five or six successive heavy blows from a

Present Condition of the

7th P.S.O.

Decks	Presents Metal Bolts.	Windlass and Capstan
Waterways } <u>Good</u>	Breasthooks and Stemson } <u>Good</u>	Pumps <u>4 H.</u>
Comings } <u>Good</u>	Transoms, Pointers, and Crutches } <u>Good</u>	Boats <u>4 H.</u> } <u>Good where seen.</u>
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings	<u>Ditto</u> Ditto at other places } <u>where</u>	Condition, how ascertained <u>By inquiry & observation.</u>
Planksheers	Keelsons	Sails <u>Stated to be too small.</u> } <u>Good</u>
Sheerstrakes	Clamps and Shelves	Anchors No. of <u>3 B. 15. 1 H.</u> } <u>and</u>
Topsides	Ceiling	Cables } <u>sufficient</u>
Wales	Rudder	Hawsers and Warps } <u>where</u>
Plank (Bottom) and Counter	<u>Copper</u> <u>Mc. on felt</u> When put on <u>1863.</u>	Standing & Running Rigging } <u>seen.</u>

General Observations and Opinion,

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

We beg leave to submit the above remarks for the information of the Committee, as being, in our opinion, a highly satisfactory result of a metal fastened composite ship, after rather more than three years trial; - and to respectfully state that, this vessel is in good and efficient condition, fit to remain as classed; viz 15. A. 1. and

The Amount of Fee.....£ ; is received by me, marked ("B.S. 1866") in

Special..... 1 : 1 : - not entered the Register Book.

Certificate (if required) : :

Committee's Minute

18

Character assigned

J. Williamson



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of the hammer, there was not the slightest sign of cracking or yielding about it. - And in addition to being so tenacious, - we also found that, on chipping away portions of it from the Frames, round four bolts that, it has the property of keeping the Iron in the highest state of preservation; it being entirely free from Corrosion and oxidation. -

About twenty-five bolts, in all, were "backed out" just clear of the outside of the Frames from the following places; - viz. Four in the flat, under the Cement; eight from the upper turn of Bilges, just above the top or finishing of the flue; three in the run aft, on the Port side; two on the Starboard Bow; and eight in various parts of the tween decks at the air-openings. And in addition to the foregoing, the nuts and washers of about thirty other bolts, were removed for inspection in various places. The bolts chosen for scrutiny, were those which showed any signs of weeping or dampness. - In each case the washers were of Iron. -

On making a most careful and minute examination of the Iron Frames and Washers, - we could not detect the least trace of galvanic action having taken place between them and the metal bolts, in any one case. - The Iron Washers, inner surface of Iron frames, the frames in the Bolt-holes, and also the backs of the frames, as far as could be seen through the Bolt-holes were in an excellent state of preservation: - in many places the "burr" caused by punching, was still plainly to be seen upon the Frames. -

The inner surface of outside planking, floor-plates, Reverse-frames, Beams, Stringers, Lie-plates, and Diagonal plates on the Frames, where seen, were in a very satisfactory condition. -

The Frames and Reverse-frames, from the close ceiling at the turn of the Bilges, on each side, up to the Hold-beams, scraped and painted; and the inner surface of outside planking said to have been ^{oiled} a few months since at Shanghai. -

Hamper frummetts, soaked in thick white-lead, were placed under the heads of the bolts backed out for survey; - the bolts driven up again, and the washers replaced upon three felts, - and the nuts carefully "hoove up". - Relaid and fastened the Limbers and ceiling removed for inspection. -

J. Williamson.



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