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# REPORT of SURVEY for REPAIRS.

Reg No 112 No. 422 Survey held at Newcastle Date Sept<sup>r</sup> 23<sup>rd</sup> 18 61  
 on the S. S. "Samuel Laing" Master John Bradley  
 Tonnage 606 Built at Newcastle When built 1854  
 By whom built Palmer Bros. & Co. Owners Hugh Taylor & Co.  
 Port belonging to London Destined Voyage London  
 If Surveyed Afloat or in Dry Dock on Ship

Last Survey, No. 1895 Port Newcastle Classed 6 1 1 59

REPAIRS Done at this date, ceiling removed and tanks lifted, Bunkers cleared and inside and outside plating surfaces scraped and all oxidation removed also. Waterways scraped bright. — Renewed nearly the whole of the rivets in bottom from Bilge to Bilge in the original part of the ship, and a large number in that part which was lengthened in 1859, also a plate in flat of bottom, all defective rivets in lower edge of garboard strake, also introduced many additional rivets in upper row, put on a doubling plate on each side to after end of garboard strakes  $\frac{1}{2}$  in thick by 34 ft. long and rivetted through keel and garboards; fitted an extra stringer of double angle iron  $3 \times 3 \times \frac{1}{8}$  in Engine Room and Boiler space also from foremost Bulkhead to Stem, took off linings to Windlass, and renewed three strakes of deck of Yellow Pine, caulked Waterway and Port Decks & coated inner & outer surfaces of plating with Red Lead & Black Paint.

Frames $\frac{7}{16}$ thick.	Keelsons $\frac{7}{16}$	Bulkheads $\frac{3}{8} \times \frac{5}{16}$	Garboard strakes $\frac{9}{16} \times \frac{1}{2}$
Floor Plates $\frac{7}{16} \times \frac{1}{2}$	Engine Bearers $\frac{7}{16}$	Keel $2\frac{1}{4}$	to Bilge $\frac{1}{2} \times \frac{7}{16}$
Stringers $\frac{7}{16}$	Beams $\frac{7}{16} \times \frac{1}{2}$	Stem $2\frac{1}{4}$	Bilge to Sheerstrakes $\frac{7}{16}$ slack
		Stem Post $3\frac{1}{2}$	Sheerstrakes $\frac{9}{16} \times \frac{7}{16}$

Present Condition of the

Decks <u>pt new</u> <u>good</u>	Treeails <u>good</u>	Rivets <u>good</u>	Windlass and Capstan <u>good</u> <u>Y. O.</u>
Waterways <u>good</u>	Breasthooks and Stemson <u>good</u>		Pumps <u>good</u>
Comings <u>good</u>	Transoms, Pointers, and Crutches <u>good</u>		Boats <u>good</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame <u>good</u>		Masts, Yards, &c. <u>good</u>
Lower Deck Beams & Fastenings <u>good</u>	Keelsons <u>good</u>		Sails <u>good</u>
Planksheers <u>good</u>	Clamps and Shelves <u>good</u>		Anchors No. of <u>3 B, 1 S, 1 K</u>
Sheerstrakes <u>good</u>	Ceiling <u>good</u>		Cables <u>good</u>
Topsides <u>good</u>	Rudder <u>good</u>		Hawsers and Warps <u>good</u>
Wales <u>good</u>	Copper <u>good</u> When put on <u>good</u>		Standing & Running Rigging <u>good</u>
Plank (Bottom) and Counter <u>good</u>			

General Observations and Opinion,

Caulking of Bottom, Deck, &amp; Waterways.

Is now in good condition, fit to carry dry and perishable cargoes, to and from all parts of the world, and entitled to be continued 3 A 1 from 1860

The Amount of Fee.....£ 5 : 0 : 0 is received by

Special..... 4 : 4 : 0

Certificate (if required) 0 : 5 : 0

Committee's Minute 4<sup>th</sup> October 18 61Character assigned Cont<sup>d</sup> 1 for 3 hours from 1860

record department

John Maxwell  
 Samuel Peterson

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IRON435-0173



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We have examined the outer and inner surfaces of plating, the frames, stringers, Hooks, Floor plates, Keelsons, Engine & Boiler Beams, Beams, Bulkheads, Rivets, Keel, Stem, Stem Post, Rudder & Waterways which prove all good & efficient.

John Maxwell  
Samuel Presnors  
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