

SS No 3 14248 34603
REPORT of SURVEY for REPAIRS, &c.

(Recd 12. 4. 75.)

No. in Reg. Book. **No.** Survey held at London Date, first Survey April 5 1875
152 on the Iron SS Samuel Laing Master Palmer
TONNAGE under Tonnage Deck 572.11 Built at Newcastle When built 1854
Ditto of Spar Deck, or Awaiting Deck 34.11 Owners J Pennick Port belonging to London
Ditto of Houses on Deck 606.22 Residence By whom built Palmer & Co Destined Voyage ---
Ditto of Forecastle 105.45 If Surveyed Afloat or in Dry Dock dry dock (at Pontoon)
Gross Tonnage 500.73

Length of Poop --- ft. Ditto, Forecastle --- ft. Ditto, Raised Quarter Deck 602.43 ft. Years assigned. 6 Character in Register Book. A-1
Last Survey, No. 6497 Port Iron Classed 6 Cont 3 TS 63 5.63

REPAIRS, OR EXAMINATION AS PER RULE

At the present time the vessel placed on the Pontoon the hold cleared and all the Wood ceiling taken up on both sides all fore and aft. The Engines and Boilers removed out of the Ship. Coal Bunkers cleared & the Coal Bunker bulkheads taken down, also the Engine & Boiler bearers taken away. Scraped shipped or beaten clean inside and outside. The Wood Waterways & solid Planksheers being new about four years have been scraped bright in sections, Winchlap having been recently lined. Has been unhung and examined. Chains ranged on deck for inspection. The movable Water Ballast Tanks lifted in order to examine bottom, exposing both surfaces of plating &c.

P.S.O.

Present Condition of the	Good	Freenails	Rivets	Good	Windlass and Capstan
Decks	Good	Breasthooks and Stemson	Good	Pumps	
Waterways	Good	Transoms, Pointers, and Crutches	Good	Boats	
Comings	Good	Timbers of the Frame at the openings	Good	Masts, Yards, &c.	
Upper Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Condition, how ascertained	
Lower Deck Beams & Fastenings	Good	Keelsons	Good	Sails	
Planksheers	Good	Clamps and Shelves	Good	Anchors No. of 3 B's & 8 K's	
Heerstrakes	Good	Ceiling	Good	Cables <u>Complete 240 fms</u>	
Topsides	Good	Rudder	Good	Hawsers and Warps	
Wales	Good	Copper Painted & When put on	Good	Standing & Running Rigging	
Plank (Bottom) and Counter	Good	Caulking of	Good		
Engine Room Skylights	Good	Bottom, Deck, & Waterways	Good		
Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good		
General Observations, Opinion as to Class, &c.					

She is now in an efficient state of repair fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world, and in our opinion eligible to be classed 80A1 and marked SS No 3-1875

The Amount of Entry Fee ... £ 2 : : received by me, H.H.M.
Special ... £ 5 : 5 : 16/4/1875
Certificate (if required) ... £ : :
(Travelling Expenses, if any, £)
Committee's Minute 16th April 1875
Character assigned 80A1
SS No 3-75
McE. 75
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible to be classed 80A1 as recommended
Lloyd's Register Foundation

14248 Lm

Tested the cement and chipped part off and found it adhering firmly to the Iron.

Outside plating drilled on both sides in various places, including the Engine and Boiler Rooms and found no plates less than $\frac{5}{16}$ full in thickness.

Renewed several reversed frames in Engine & Boiler rooms also a few frames strengthened by additional angle Iron plates bolt to back. In consequence of one of the lands of outside plating at top of bilges being worn by rubbing against the loading berth side a doubling plate ^{reshakes} has been introduced 2 ft 5 in wide by $\frac{5}{16}$ thick and extending about 74 feet in the midship body of the ship.

The bearers to Engines & Boilers, bulkheads to diths, and Boiler & Engine all new.

12 Planks shifted in the Upper Deck Yellow Pine, and part of the ceiling new. Several Rivets in the Keel renewed also the cement where required.

Painted and coated inside and outside.

Samuel Martindale
James W. Allen

Engines, bulkheads will be
renewed as when received new engines