

REPORT of SURVEY for REPAIRS.

No. 250 Survey held at London Date Nov^r 20/51 to Jan^r 1852
 on the B^r Maria Somes Master H. L. Hughes Davis
 Tonnage 600 Built at Yarmouth When built 1841
 By whom built F. Preston Owners Mess^{rs} J & F Somes
 Port belonging to London Destined Voyage Moreton Bay
 If Surveyed Afloat or in Dry Dock In Mess^{rs} Somes' Dry Dock

Last Survey, No. 15259 Port London Classed 12 A 1

REPAIRS at the present time under Rule for Restoration she is ⁵⁰ in consequence of the original Planking here replaced being of Fernando Po Wood decayed. ⁵⁰ Metal Sheathing stripped off the Bottom outside Planking from which sheathing was upwards scraped bright, Sheer Stakes, Topsides, Black Stakes, and five upper Stakes of Wale on each side new of East India Teak, except part Fore and after Hoods of English Oak, Upper Deck Waterway (which was Red Pine and decayed) and Planks here all new of East India Teak; the seventh Stakes down of Bottom removed to examine Timbers, and the 10th Fore Hood and 9th Stake Fore Hood of Bottom each side removed for the same purpose, all outside Planking abreast of Top gallant Forecastle and the Sheer Stake of Poop and part of Planking below it together with their Plank-sheers renewed of Teak & English Oak, Quarter Galleries new, upper piece of Stem, Knee of Head and all belonging to it new, Chain Bolts and all Channel work new, a new Hood of Box under Forecastle, Eekings to Upper Deck Hook new of English Oak, the Stake of Deck next Upper Deck Waterway new.

Present Condition of the	Decks	Treenails	Windlass and Capstan
Waterways <u>new</u>	<u>Good</u>	Breasthooks and Stenson	Pumps
Comings		Transoms, Pointers, and Crutches <u>Good</u>	Boats
Upper Deck Beams & Fastenings	<u>d^o</u>	Timbers of the Frame	Masts, Yards, &c. <u>In good order</u>
Lower Deck Beams & Fastenings	<u>d^o</u>	Keelson <u>part new</u>	Sails <u>and sufficient</u>
Plank-sheers <u>new</u>	<u>d^o</u>	Clamps and Shelves <u>d^o</u>	Anchors No. of
Sheerstrakes <u>d^o</u>	<u>d^o</u>	Ceiling <u>d^o</u>	Cables
Topsides <u>d^o</u>	<u>d^o</u>	Rudder <u>d^o</u>	Hawsers and Warps
Wales <u>all new except one Stake</u>	<u>d^o</u>	Copper <u>Metal or</u> When put on <u>new new</u>	Standing & Running Rigging <u>all shipped</u>
Plank (Bottom) and Counter	<u>d^o</u>		

General Observations and Opinion,
 This Ship has been now "Specially Surveyed" by us in accordance with Rule for Restoration she is in very good condition fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world, eligible to be Restored for O A 1 from 1852

The Amount of Fee.....£ 5 : — : — is received by me,

Special..... 10 : 10 : —

Certificate (if required) : : —

Committee's Minute 10th Feb^y 1852

Character assigned A 1 P A 1 N S

Special Survey Fee £ 10-10-0

J. A. Martin

17310 Lon

The Original inside and outside Planking, Trunnels, Knight Heads, Hanger
Timbers, Transoms, Beams, Keel, Keelson, Knees, Hooks, Rudder, Bolts, Floors and
Timbers of the Frame which remain, where they may have been exposed, have been
examined, and are in good condition.

J. M.
W. M.

Repairs bro't over

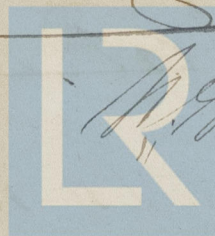
The inner Bolts up & down of Upper Deck Hanging Knees
(which were Green) now thro' and Clinched, also that thro'
shelf and Waterway renewed thro' all and Clinched;
10 Face Hoops of Upper Deck Flat new, all the Bolts in
the range of each Deck driven out and renewed those
of the Lower Deck renewed with Bolts of Y Metal
the Planks outside in way of the above all properly
renewed and the Timbers examined, a Stake of Lower
Deck next the Waterway removed and the Beams examined.

Six Bilge Planks in Hold on the Port side and two on
the Starboard side new of East India Teak; one pair of plain
Knees in Fore Hold, and one pair aft introduced extending
from Lower Deck Clamp across Bilge Stakes, and thro'
Bolted with Y Metal, a new Fore piece of Main Keelson of
English Oak 33 ft, a new Fore Hoop of Limber Stake on the
Port side, Stemson new of English Oak, three lower Hooks Iron
off and refitted. Six Orlop Beams now introduced
of East India Teak, and a pair of Iron Loozing Knees to each
end thro' Bolted with Y Metal. The Depth of Hold being
^{8 1/2} 23-2; the two Bolts in original Iron Knees at lower end
(which were driven on Iron Rings, and the Rings wasted away)
replaced with new of Y Metal as before.

The Bottom Sheathed with Y Metal upon Felt Shep
hung in Shous, and Caulked entirely; Trunnels all new
in new Planking, and those in the old ^{part} driven out for
examination and found good; 3/4 of one Upper Deck Beam
and a middle piece of another new of E I Teak.

X Timbers in Bow new

J. S. Martin



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