

REPORT of SURVEY for REPAIRS.

No. 19896 Survey held at London Date June 4th to July 12th 1855
 on the Barge "Wm Simpson" Master J. Platt
 Tonnage 356 Built at Sunderland When built 1849
 By whom built _____ Owners Messrs Thimpton & West
 Port belonging to London Destined Voyage Singapore
 If Surveyed Afloat or in Dry Dock Union Dry Dock

Last Survey, No. 17677 Port London Classed 13 A 1

REPAIRS how done -

Twelve floors and twentyone first futtokes renewed in the fore body with English Oak, and all the Ceiling in the Hold forward with Iron Bark and Mahogany; the fore piece of Keelson renewed with Teak 31 feet in length; Stemson knee renewed with English Oak, the lowest Iron Hook refitted and bolted, the hull of the Cant timbers cut back and an English Oak deadwood introduced all the thro' fastenings in the Hold, extending from the Main Hatch forward, renewed thro' the new work.

The fore going renewed on account of the floors & futtokes being defective

The following have been renewed in consequence of being severely burnt by a fire that broke out after smothering the vessel.viz - One Frame, two first futtokes and a few short top timbers abreast the after hatch on the Starboard side; four planks of the Upper deck clamp each side abreast the Main Mast, one plank of Spirketting

Present Condition of the

Decks <u>Caulked, part new</u>	Treenails <u>part new</u>	Windlass and Capstan
Waterways <u>" " "</u>	Breasthooks and Stemson <u>good</u>	Pumps
Comings <u>renewed</u>	Transoms, Pointers, and Crutches <u>good</u>	Boats
Upper Deck Beams & Fastenings <u>part new</u>	Timbers of the Frame <u>part new</u>	Masts, Yards, &c. <u>Good and</u>
Lower Deck Beams & Fastenings <u>" "</u>	Keelsons <u>part new</u>	Sails <u>Sufficient</u>
Plank sheers	Clamps and Shelves <u>part new</u>	Anchors No. of
Sheer strakes <u>part new, Caulked</u>	Ceiling <u>" "</u>	Cables
Topsides	Rudder <u>New Main Piece</u>	Hawsers and Warps
Wales	<u>Yellow Metal</u>	Standing & Running Rigging
Plank (Bottom) and Counter <u>Caulked</u>	Copper <u>on Telt</u> When put on <u>now</u>	

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good

The now appears in efficient Condition, fit in our opinion to remain classed 13 A 1. B. Weymouth

The Amount of Fee.....£ 1 : - : is received by me, J. H. Sturges

Special.....2 : 2 : -

Certificate (if required) : - :

Committee's Minute 11th September 1855

Character assigned 13 A 1

Record repair
L. R.



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198972 on

each side and two planks lengthwise of each strake extending from the Clamp to the Spirketting. One shift of plank in each strake extending from the lower deck beams to the timber strake inside and one shift of plank in each strake outside extending from the Planksheer to the third strake below the floor head stuff (all in way of the burnt timbers) one shift of Mattrway and one of Planksheer renewed with Teak each side: seven upper deck beams and two half beams of Teak - Main & Mizzen Hatch Coverings renewed. Two shifts of deck lengthwise right across renewed with Yellow pine. All the Main chain bolts renewed: Eight hanging knees each side and eight staple stand and knees together with fifteen Iron lodging knees rebolted: Two planks in the starboard bow renewed, which had been cut for scuttling the ship.

The keel Caulked throughout and the bottom resheathed with Yellow Metal on Telt. -

The Main piece of Rudder renewed with Iron Bars and the Rudder Trunk with Santal pine. -

B. W. Wainwright

J. H. Ritchie



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