

REPORT of SURVEY for REPAIRS.

No. 296 on the Bark "Somatin" Survey held at London Date 15th May to 23rd June, 1856
 Master Finlay
 Tonnage 353 Built at Greenock When built 1839
 By whom built 428 Owners Messrs. Neilson & Co.
 Port belonging to Glasgow Destined Voyage Archangel
 If Surveyed Afloat or in Dry Dock in Princes and Bull Head dry Docks

Last Survey, No. 449 Port Glasgow Classed 10^{*} A. 1
C 3 S.S. 53- 54

REPAIRS In accordance with the Rules Section 60.

Now done. The vessel scraped bright from the light Watermark upwards including the Planksheer and Waterways. Bolts and treenails driven out for Survey.

Removed and Renewed as follows. Outside planking. On St^r side. Two fore and one afterhood of Sheerstrakes, Am^r Oak, three shifts of topside, one of blackstake, and one fore hood of wale Am^r Oak and P. Pine, two strake fore and aft in upper course of bottom, thirteen ^{shifts} in buttock Upper course, and wale, all of P. Pine. On port side. Two fore and two afterhoods of Sheerstrakes, Am^r Oak, five afterhoods in topside, two d^r in blackstake and three shifts of wale forward of Am^r Oak and P. Pine, two strake fore and aft in Upper course of bottom, twelve shifts in buttock Upper course and wale, all of P. Pine.

Ceiling plank removed between hold beams and bilge from Quarter hatch forward. Timbers renewed, filled, and chocked as follows. On St^r side. Fifteen first and second foothooks, twelve shifts of top and buttock timbers, and twenty three filling timbers, E Oak and P. Pine. Chocks. Seventy five bevelling, two through and six heel all of E Oak.

On port side. Eight first and second foothooks, sixteen top and buttock timbers, fashion timber, five long and five short Cant timbers, and thirteen filling timbers E Oak and P. Pine.

Present Condition of the

Decks		Treenails <u>nearly all new</u>	Windlass and Capstan <u>new</u>
Waterways		Breasthooks and Stenson <u>new</u>	Pumps
Comings		Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings <u>Great</u>		Timbers of the Frame <u>several new</u>	Masts, Yards, &c.
Lower Deck Beams & Fastenings <u>part new</u>		Keelsons <u>five piece new</u>	Sails
Planksheers		Clamps and Shelves <u>pt new</u>	Anchors No. of
Sheerstrakes <u>part new</u>		Ceiling <u>d^r</u>	Cables
Topsides <u>d^r</u>		Rudder	Hawsers and Warps
Wales <u>d^r</u>		Copper <u>Yellow Metal</u> When put on <u>new</u>	Standing & Running Rigging
Plank (Bottom) and Counter <u>Caulked</u>			

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Now done

This vessel has been now specially surveyed according to Rule, Section 60. and with the above repair, is in our opinion in good and efficient Condition and fit for the safe conveyance of dry and perishable Cargoes to and from all parts of the World and eligible to be Classed *A. 1 and Marked S.S. 56

The Amount of Fee.....£ 1 : — : — is received by me,

Special.....4 : 4 : —

Certificate (if required) : 5 : —

Committee's Minute 18th July 1856

Character assigned F. 1 Asterisk

Wm Davidson
 B. Waymouth

© 2019

Lloyd's Register
 Foundation

LN 637-0163

204 51.

Chocks, Seventy five bevelled, seven through, and eight heel, all of E Oak, Ceiling, On St^{bd} side, Two new Clamps, $3\frac{1}{2}$ ins, light strake, about 89 feet long each, $2\frac{1}{2}$ ins, four bilge planks from forty ^{to} eighty eight feet long, $3\frac{1}{2}$ ins, also six forehoods, all of V^o Pine.

On Port side. Two new Clamps, $3\frac{1}{2}$ ins, light strake about eighty nine feet long, $2\frac{1}{2}$ ins, five bilge planks from forty to eighty eight feet long, $3\frac{1}{2}$ ins, also eight forehoods, all of Pitch Pine. Strake of deck shifted on each side, Breasthooks. Lower one (Wood) removed and replaced with one of Iron secured with fifteen Metal bolts, Middle hook (Wood) refitted, and rebolted with fifteen $1\frac{1}{2}$ ins Metal bolts. After piece of Rider Kelson Fore piece of Kelson twenty seven feet long of V^o Pine, Metal bolted, Step for foremast, Am^o Oak. Two hundred and thirty Metal ^{bolts} bilge through and clenched, One hundred and four lower deck knee bolts of iron, lead capped, eighty iron upper deck knee bolts. Channels and Channel bolting overhauled. Retreenailed from Gunwale to bilge with E Oak, Stringy bark V^o Pine. Caulked from Keel to Centre of Deck and resheathed with Yellow Metal on felt.

The Upper or main deck and Comings, the Upper and lower deck bolts, and the outside plank through which they pass, the plank sheers, Waterways, and beams, the Hawse timbers, Knight heads, breasthooks, and transoms, the floors and Kelsons, the Keel and rudder, the planking outside, and the treenails passing through from the light Watermark, upwards, the Ceiling inside, and the frame and inner surface of the outside planking, where it can be seen, appears in good condition. The sheer and general form of the Vessel remains unaltered.

Wm Davidson
B. Weymouth



© 2019

Lloyd's Register
Foundation