

28463

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 172 Survey held at London Date July 5th to 27th 1867
 on the Ship "Orient" Master Rowland D. Steiger
 Tonnage 1133 Built at London When built 1833
 By whom built Messrs Bilbe & Co Owners Messrs Thomson & Co
 Port belonging to London Destined Voyage Adelaide
 If Surveyed Afloat or in Dry Dock Nelson Dry Dock & London Dock -

Last Survey, No. 27369 Port London Classed S.A. Cont. 65 - 5 g is
66 exposed

REPAIRS Now done. The yellow deal sheathing stripped off her bottom, and for the purpose of ascertaining and reporting upon her condition, her sides have been scraped bright from the deal line to the plank sheer, about seven dozen treenails on each side driven out from various parts of the topsides, a buttress plank on each side, a topside plank on the Port Quarter, and one on the Starboard bow split out for the examination of the frame. Two lengths of the diagonal wood sheathing in each body, on both sides, split out for the purpose of examining the bottom planking, the trenails, and the caulking of the bottom; a listing cut out from the ceiling fore and aft at the bilges and the timber boards lifted for the examination of the frame in three parts; the ceiling, shelf, and waterways in the tween decks scraped bright, and the ceiling in the hold scraped bright in sections at about ten feet apart, all fore and aft and a portion of the strake of deck next the waterway, say from the fore to the main mast taken up; - in this condition she has been carefully surveyed.

Present Condition of the Found one Ceiling Plank in the Hold on the Port bow
P.S.O

Decks <u>Caulked</u>	Treenails <u>Good</u>	Windlass and Capstan <u>Good</u>
Waterways <u>Caulked</u> } <u>Good</u>	Breasthooks and Stenson <u>Good</u>	Pumps <u>Two new</u> - <u>Good</u>
Comings	Transoms, Pointers, and Crutches <u>Good</u>	Boats <u>Good & Sufficient</u>
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Lower Deck Beams & Fastenings } <u>Good</u>	Ditto Ditto at other places <u>Good</u>	Condition, how ascertained <u>by enquiring and examination</u>
Plank sheers	Keelsons <u>Good</u>	Sails
Sheerstrakes } <u>Scraped and</u>	Clamps and Shelves <u>Good</u>	Anchors No. of } <u>Good and</u>
Topsides } <u>Caulked</u>	Ceiling <u>Good</u>	Cables } <u>Sufficient</u>
Wales	Rudder <u>Good</u>	Hawsers and Warps
Plank (Bottom) and Counter <u>Good where seen</u>	<u>Yellow deal</u> <u>Copper on Paper</u> When put on <u>how</u>	Standing & Running Rigging <u>is putted</u>

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways. Good where tested.
 She is now in very good condition, and in my opinion, is as efficient as she has ever been. Her frame is radiated, and together with the stem, stempost, keelsons and binding strake planks, appear to be in all respects equal to the requirements for the 1200 class, the remaining planks where seen are of Dantzic Red Pine, and the shelves, beams & principally of Pitch Pine; so that she is very exceptional in her construction and much superior to what might have been built for the class ^{she had} assigned to her originally.

The Amount of Fee.....£ 3 : 3 : 0 is received by me.
 Special.....3 : 3 : 0
 Certificate (if required) : 5 : 0
 I beg respectfully to submit this statement to the Committee.

Committee's Minute 30th July 18 67
 Character assigned A 1 for her present intended voyage M.S.D.
second M

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of Dantzic Red Pine, defective, with this exception, all the planking both inside and outside in the treenail holes and else where, and the whole of the timbers of the frame, where ever seen, the beams, shelves, waterways, and the treenails, including those driven out in way of the diagonal sheathing for examination, in excellent condition, and the Caulking of the bottom where exposed by the removal of wood sheathing - quite firm.

The following renewed - viz - Two buttock and two topside planks and one ceiling plank with Red Pine (Dantzic) the Treenails driven out for survey, with Stringy Bark, the Starboard Awase Pipe, the Standing rigging and the Fore and Main Topgallant masts, the diagonal sheathing on the bottom where removed for survey, the deck where taken up for the examination of the Lower deck beams, and the Yellow Metal sheathing renewed upon paper.

The Upper Caulked from the wood sheathing over all.

Her sheer is rather deformed, and her keel not straight, which, in my opinion, has arisen principally from a want of strength in her construction, for her form, she having very fine ends.

The following has been done in consequence of my suggestions, A Rider Keelson $13\frac{3}{4}$ square of Iron Bark, in three lengths, about 45 feet long each, added, bolted with $1\frac{1}{2}$ Galvanized Iron bolts, all the Hold Beam Pillars on the Riding Keelson bolted to it, and to the Beams, one middle piece of Hold Beam taken out and renewed with Oak, for the purpose of fitting the Riding Keelson into the Hold. - The Lower deck Shelf and waterway additionally bolted with inch Galvanized Iron bolts passing thro the timbers, found without bolts in these parts; the Lower deck beam ends additionally bolted with two $1\frac{1}{2}$ Galvanized Iron bolts in each beam end passing thro the waterway and shelf, and all beams found short, wedged with Iron between their ends and the frame; the Tween deck Ceiling additionally bolted with $\frac{7}{8}$ Galvanized Iron clamp bolts; the upper deck shelf additionally bolted with inch Galvanized Iron through bolts, one through every timber found without a shelf bolt; the Topside additionally fastened with $\frac{7}{8}$ Galvanized Iron clamp bolts within the limit allowed for such fastenings, and an Iron hook added in the Hold, bolted with Yellow Metal.

B. W. Wainwright



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Foundation