

REPORT of SURVEY for REPAIRS.

No. in g. Book. **No.** 28928 Survey held at London Date Jan^r 1st to 29th 1868
 on the Ship "Lady McDonald" Master Jas. H. Kennedy
 Tonnage 678 Built at Moulmein When built 1847
 By whom built _____ Owners G. Duncan
 Port belonging to London Destined Voyage Bombay
 If Surveyed Afloat or in Dry Dock Bull Head Dry Dock of East India Dock

1st Survey, No. 27978 Port London Classed 12 F-1. Cont 59-8 1/2

PAIRS Now done the Yellow Metal sheathing stripped off the bottom, the keel caulked from the keel to the top plates and the butts and wood ends from thence to the plank sheer caulked. her bottom resheathed with Yellow Metal upon Tell. The Starboard Hawse Pipe, the Chain Bolts to the Fore and Main Backstays. Parts of thirteen strokes of upper deck on the Port side, and parts of seven strokes on the Starboard side, ranging from the main Hatch to within the Fore castle. Renewed - the deck renewed with 2 1/2 inch. a portion of the upper deck caulked, the Rudder reduced in size, and the Bruzen Mast (of Teak) specially examined in way of a graving, piece cut out for inspection, found in good Condition.

Referring to Mr. Duncan's application, contained in his Letter to the Committee, on the subject of this Ship, dated December 10th 1867. which we are requested to report

Present Condition of the

| | | |
|---|---------------------------------------|---|
| Decks <u>Port and Starboard caulked</u> | Treenails | Windlass and Capstan <u>Good</u> |
| Waterways <u>Good</u> | Breasthooks and Stenson | Pumps <u>Two Main & Two Bilge, good</u> |
| Comings <u>Good</u> | Transoms, Pointers, and Crutches | Boats <u>3 in No</u> |
| Upper Deck Beams & Fastenings | Timbers of the Frame at the openings | Masts, Yards, &c. <u>Good</u> |
| Lower Deck Beams & Fastenings <u>firm</u> | Ditto Ditto at other places | Condition, how ascertained <u>by enquiry and examination</u> |
| Plank sheers | Keelsons <u>Good where</u> | Sails <u>Two full sails</u> |
| Sheerstrakes <u>Butts & wood ends</u> | Clamps and Shelves <u>Seen</u> | Anchors No. of <u>3/18. 18. 18</u> |
| Topsides <u>Caulked</u> | Ceiling | Cables <u>Good & suff^t</u> |
| Wales | Rudder <u>Yellow Metal</u> | Hawsers and Warps |
| Plank (Bottom) and Counter <u>Caulked</u> | Copper on Tell When put on <u>how</u> | Standing & Running Rigging <u>Good & suff^t</u> |

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good where tested.

We cannot recommend that the Survey held in 1864 be considered as a Survey for Restoration, but respectfully submit the Claims of this Ship for the Committee's special and favorable Consideration.

The Amount of Fee.....£ 2 : - : is received by me, Samuel Vernon

Special..... 3 : 2 : JP

Certificate (if required) : 5 :

Committee's Minute 30th January 1868

Character assigned Cont^d for 10 Years from 1859

Com. Min: 12 November 1868

12th Jan 1869 record repair



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LON653-0017

28928 Lon.

upon. We beg respectfully to state that she was Specially Surveyed by us in 1864, under the 2nd Survey Rule for Continuation when all its requirements were fully complied with, and in addition her bottom was diagonally doubled with Rost Elm on Fell: the doubling terminated against a solid strake worked to the Timbers, under the fourth strake of Plank below the Plank Sheer, or, say 3rd below the Plank Sheer: We have now carefully surveyed the vessel inside and outside, and found her in very satisfactory condition (excepting the upper deck having worn thin where it has now been renewed) to all appearance she is in as good condition as when we Specially Surveyed her in 1864 -

It is our opinion that a Ship built wholly of Teak is much more durable than one having an English Oak frame Planked with Teak, and that the application of diagonal doubling to the bottom of a Timber built Ship adds greatly to her strength and durability -

B. Wraymouth

Samuel Piesons



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