

# REPORT of SURVEY for REPAIRS, &c.

No. *151* Date of Writing Report *18* Port of *London* Received in London Office. *THURS 31 OCT 1889*  
 No. in Survey held at *London* Date, First Survey *9<sup>th</sup> Oct<sup>r</sup>* Last Survey *25<sup>th</sup> Oct<sup>r</sup> 1889*  
 Reg. Book. *151* - on the *S.S. Samuel Laing* Master *Palmer Bros H.*

TONNAGE: - Built at *Newcastle* By whom *Palmer Bros H.* When *1854*  
 NET *394* Owners *J. Fenwick & Son* Port belonging to *London*  
 GROSS *625* Owners' Address *(if not already recorded in Register Book.)*  
 UNDER DK. *572* If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Linekiln* Destined Voyage

Length of Poop *12* ft. of Forecastle *12* ft. of Raised Or. Deck *12* ft. of Moulded Depth *12* ft. ins.  
 (if these particulars are not yet recorded in the Register Book.) Years assigned, if a Wood Ship. Character in Register Book.

Last Survey, No. *14899* Port *London* *SS. L.L. No. 3, 88* *SS. L.L. No. 1-88* *1. 89*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer *2* ft. *4* ins. }  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case. } in Winter *2* ft. *8 1/2* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repair & S.S. No 3*

This vessel is stated to have gone on to the Berber Main or Causeway, near Deptford, in the River Thames, on the 20<sup>th</sup> September 1889, & to have there received damage, remaining sunk in the river until the 8<sup>th</sup> October inst., when, being floated, she was placed in dry dock, & repairs done to her as follows: -  
 All the woodwork - ceiling, with holds, forecabin bridge & cabin lining, - taken up, in order to clean & clean the vessel from the filthy deposit in the vessel during her immersion. The vessel was then cleaned and decorated, & the woodwork replaced - most of it being new. The bunkers & engine & boiler space were similarly treated.

The cement, in flat of bottom, throughout the vessel, has been examined, & made good where required.

The following plates in shell have now been renewed: -  
 Two plates in the foreboard strake on the port side, & two in the foreboard strake on the starboard side; two in the B strake on the port side, & one in the B strake, also on the port side. Three broken floors, in the boiler space, p. 7. D

PRESENT CONDITION OF THE					
Decks	<i>gnd</i>	Planks (Bottom) & Counter	<i>gnd</i>	Ceiling	<i>gnd</i>
Waterways	<i>4</i>	Timbers or Rivets	<i>4</i>	Rudder	<i>4</i>
Comings	<i>4</i>	Breasthooks & Stemson	<i>4</i>	Windlass & Capstan	<i>4</i>
Up'r Dk. Beams & Fastenings	<i>4</i>	Transoms, Pointers, & Crutches	<i>4</i>	Pumps	<i>4</i>
Low'r Dk. Beams & Fastenings	<i>4</i>	Timbers of Frame at the openings	<i>4</i>	Cement (if Iron Ship)	<i>4</i>
Planksheers	<i>Rating</i>	Ditto ditto at other places	<i>4</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>4</i>
Sheerstrakes	<i>gnd</i>	Keelsons	<i>4</i>	Copper, or P.L.R.	<i>4</i>
Topsides	<i>Rating</i>	Clamps & Shells	<i>4</i>	(When put on)	<i>4</i>
Wales	<i>Rating</i>				
Engine Room Skylights	<i>gnd</i>	Coal Bunker, Openings, Lids, &c	<i>gnd</i>	Scuppers	<i>gnd</i>
				Cargo & Main Hatchways	<i>gnd</i>
				Hatches	<i>4</i>

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is in *gnd* condition, eligible in our opinion to remain as classed & to be marked *S.S. L.L. No. 3 - 10. 89*  
 with record of last survey *10. 89*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 3 : 0 : 0	Fees applied for, <i>31. 10 1889</i> Received by me, <i>5. 11 1889</i>
Office Fee (if chargeable) per Scale II., Sec. 27...	£ :	
Survey Fee (per Section 28) ...	£ 6 : 0 : 0	
Special on Damage, Fee (if any) (per Sec. 28) ...	£ :	
*Certificate (if required) to be sent as per margin	£ :	
Travelling Expenses (if chargeable) ...	£ :	
Second Surveyor's Fee (if any) ...	£ :	

Committee's Minute *FRIDAY 1 NOV 1889*  
 Character assigned *80A1*  
*SS No: 3-10/89*  
*Oct 89*

*Robt. M. Cooper*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

*G. Stanbury*  
 Lloyd's Register Foundation

with seven short transverse floors, repaired. Theudder has been unshipped, examined, and repaired. Three lengths of the star shore piece to the keel, in way of the damaged foreward plates, have been renewed. Butts and seams of shell plating in bottom, where necessary, recaulked.

On the quarter deck - on port side - covering board & rail, also seven rough keel stanchions & bulwarks thereto, have been renewed.

One hatch repaired; all deck work & fittings, truss davits & chocks, side light screens and stanchions, bulwark rails &c, have all received maintenance, overhaul, & refitting.

The water ballast tanks have been tested under pressure, portions of the seams, recaulked where required, & are now in good condition. The inner bottom has been recoated.

The chain cables have been taken out of the locker, ranged & examined; the chain locker cleared, & the cables replaced.

Masts, spar, & equipment generally, have been overhauled, & put into good condition.

Rundles opened out, examined & made good.

Decks recaulked all fore and aft, & wind waterways & wood stanchions.

The vessel cleaned & recoated, inside and out.

The following - not connected with the damage - has been done with a view to the vessel's being now marked as having undergone the requirements for S.S. No 3., &c. Deck bored & found to be satisfactory. The end plate & part of the top plating around the boiler, & an iron plate on the quarter deck at the front of the boiler casing, which were worn thin, have now been renewed.

Drilling in shell plating has been dispensed with, as allowed by Secretary's letter to owner dated 18<sup>th</sup> Oct. 89.

*W. J. Cooper*

*G. Stanbury*