

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *No. 1485* Survey held at *Falmouth* Date, first Survey *15th Oct.* Last Survey *8th Dec.* 18*74*.
140 on the Iron Ship "*Candahar*" Master *M^c Kenzie*

Tonnage *1418* built at *Belfast* When built *1866 - 5 mo.*
 By whom built *Harland* Owners *J & J. Brockelbank*
 Port belonging to *Liverpool* Destined Voyage *Mellbourne*
 If Surveyed Afloat or in Dry Dock *In Falmouth Dry Dock and afloat.*

Last Survey, No. *13573* Port *Iron* Classed *—* Years assigned. *—* Character in Register Book. **A*
S.S. No. 2, Lon. 74

REPAIRS, OR EXAMINATION AS PER RULE - *per Damage*

This Vessel put into this port with her Stern & Bow stove in, jibboom broken, and head gear carried away including two sails; also breaking the E-kings under the hawse-pipes, and damaging the Pinnacle, &c., - having run down and sunk the Iron Ship "Kingsbridge," 1498 tons, on the 14th October last off the Lizard.

Now done, - part new Stern $23 \times 9 \times 2\frac{1}{2}$, renewed fourteen new plates and three frames on starboard side, seven plates and two frames on port ditto. The fore beam of upper deck, together with angle irons, &c., all of the best materials and properly shifted, the fore bulkhead made water-tight, and fore Compartment newly Cemented, as also

Present Condition of the

Decks	<i>Good</i>	Greenails	<i>Good</i>	Windlass and Capstans	<i>Good</i>
Waterways	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Pumps	<i>Good</i>
Comings	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>repaired</i>
Upper Deck Beams & Fastenings	<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained	<i>from deck</i>
Planksheers	<i>Plating</i>	Keelsons	<i>Good</i>	Sails (Some new) well found	<i>Complete</i>
Sheerstrakes	<i>Good</i>	Clamps and Shelves	<i>Good</i>	Anchors No. of	<i>Complete</i>
Topsides	<i>Good</i>	Ceiling	<i>Good</i>	Cables	<i>Complete</i>
Wales	<i>Good</i>	Rudder	<i>Good</i>	Hawsers and Warps	<i>Sufficient</i>
Plank (Bottom) and Counter	<i>Good</i>	Copper Cement When put on <i>1866</i>	<i>Good</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>
Scuppers	<i>Good</i>				

General Observations, Opinion as to Class, &c.

This Ship is now in good and efficient condition - fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world - and, in my opinion, eligible to remain as Classed - viz. **A* (S.S. No. 2, Lon. 74)

The Amount of Entry Fee ... £ 3 : : : received by me, }
 for registering repairs ... £ 1 : 1 : : 8/12 1874 }
 Special ... £ 6 : 6 : :
 Certificate (if required) ... £ : : :
 (Travelling Expenses, if any, £ 10 : 0 :)

Committee's Minute *11th December 1874*

Character assigned **A*

William Bowden
 Surveyor to Lloyd's Register of British and Foreign Shipping.

13574. Jan.

The topgallant, forecastle recaulked, and bottom painted, where required, with 2 coats.

Has now been supplied with new jibboom, sails, and head-gear, in lieu of the portions carried away during the aforesaid accident.

She is now in good and efficient condition.

William Bowden

Surveyor.



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