

(Collision) 19689  
**REPORT of SURVEY for REPAIRS, &c.**

No. in Reg. Book. **No. 1815** Survey held at **Falmouth** Date, first Survey **3<sup>rd</sup> Dec<sup>r</sup>** Last Survey **4<sup>th</sup> Dec<sup>r</sup>** 1877.

**272-** on the Iron Ship "**Carnarvon Castle**" Master **Jas. Gyllencaentz**

Official Number **56826**  
TONNAGE under Tonnage Deck **1165**  
Ditto of Spar Deck, or Avoing Deck  
Ditto of Poop  
Ditto of Raised Qr. Deck  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage **1200**  
Crew Space, as per Rule  
Register Tonnage, cut on Beam **1200**  
Engine Room  
Reg. Tons as St<sup>r</sup>mer, cut on Bm.  
Built at **Glasgow** When built **1867**  
Owners **D. Currie & Co.** Port belonging to **London**  
Residence **London**  
By whom built **Barclay** Destined Voyage **Algoa Bay**  
If Surveyed Afloat or in Dry Dock **Afloat**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **10.53** Character in Register Book. **\*A**

Last Survey, No. **19587** Port **Iron**

REPAIRS, OR EXAMINATION AS PER RULE **Per damage** S.S. Iron to 2-75

This Ship put into this port through having been in Collision - when about 15 miles off the "Start" on the night of the 1<sup>st</sup> instant - during which time she had her port whisker boom badly broken - and two plates about 7 feet the aft side of the Stem (just above the load water mark) slightly indented on Port Bow.

On a careful examination of the Ship - above the load line - all fore & aft on each side - as well as in the fore compartment she appeared in good condition, with the exception of the above mentioned boom, &c. - Has now had a new port whisker boom - of American Elm as before - but nothing

Present Condition of the						
Decks	good	Treenails	Rivets	good	Windlass and Capstan	good
Waterways	do.	Breasthooks and Stemson		do.	Pumps	do.
Comings	do.	Transoms, Pointers, and Crutches		do.	Boats	do.
Upper Deck Beams & Fastenings	do.	Timbers of the Frame at the openings		do.	Masts, Yards, &c.	do.
Lower Deck Beams & Fastenings	do.	Ditto Ditto at other places		do.	Condition, how ascertained	from deck
Planksheers <b>Plating</b>	do.	Keelsons	<b>not seen</b>		Sails	<b>well found</b>
Sheerstrakes	do.	Clamps and Shelves	"		Anchors No. of	<b>Complete</b>
Topsides	do.	Ceiling	"		Cables	<b>Complete</b>
Wales	do.	Rudder		<b>Good</b>	Hawsers and Warps	<b>Sufficient</b>
Plank (Bottom) and Counter	do.	Copper Cement When put on	<b>1867</b>		Standing & Running Rigging	<b>good</b>
Engine Room Skylights		Caulking of			Cargo and Main Hatchways	<b>good</b>
Coal Bunker, Openings, Lids, &c.		Bottom, Deck, & Waterways	<b>good</b>		Hatches	<b>good</b>
General Observations, Opinion as to Class, &c.						

This vessel is in good condition (as there are no signs of a fracture or of any rivets having started in way of the indentation alluded to, nor at any other part of the Ship) And I am of opinion she is eligible to remain as Classed

The Amount of Entry Fee **Dec 11/77** £ 3 : 3 : 0 received by me, **1877.**  
(Damage) Special  
Certificate (if required) £ : : :  
(Travelling Expenses, if any, £ )

Committee's Minute **11th December, 1877.**

Character assigned **A**  
**W. J. W.**

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



IRON474-0449



19689 Iron

has been done to the plates found slightly indented (on the port bow) it being considered of no consequence whatever to the sea-going condition of the ship - and can easily be reset, on her return to England, if found necessary.

W. Hill<sup>m</sup> Bowden  
Surveyor.



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