

# REPORT of SURVEY for REPAIRS, &c.

Rec 14/12/77

No. in Reg. Book. **108** No. **117** Survey held at **Calcutta** Date, first Survey **1<sup>st</sup> Sept.** Last Survey **2<sup>nd</sup> Nov.** 1877

on the ship **"Cambrian Prince"** Master **D. Davies**

Tonnage **1349** built at **Shunt.** When built **1816**

By whom built **Ceswald** Owners **J. Williamson & Co.**

Port Belonging to **Liverpool** Destined Voyage **Uncertain**

If Surveyed Afloat or in Dry Dock **in dry Dock**

Last Survey, **12<sup>th</sup> Month 1876** Port **Southampton** Classed **100 A1** Years assigned **12.56** Character in Register Book.

REPAIRS, OR EXAMINATION AS PER RULE

This vessel having struck the ground heavily at Point de Galle has been docked here for examination, when it was found necessary that the following temporary repairs should be effected: The 6<sup>th</sup> garboard plate abaft the fore foot on the starboard side being cracked nearly thro' in the bend at the junction with the keel has been removed and replaced by a sound plate of the best Lowmore iron being securely rivetted with Swedish iron rivets. The 5<sup>th</sup> garboard plate from the fore foot on the port side being also cracked in the like manner altho' not so deeply has had a longitudinal iron patch rivetted over the crack and is securely tight. The keel itself being bent out of line about 1 1/2 inch 46 ft. abaft the fore foot has had a liner applied in order to bring it into line again and being slightly cracked or fractured has had an iron fish plate securely thro' rivetted overlapping the fracture equidistant, the fish being 13 ft X 8 in X 1 1/2. 157 slack keel rivets have been drifted and have been replaced by sound ones. The cement in the bottom which was removed for repairs has been replaced by the best Portland mixed with sand.

Present Condition of the

Decks <b>good where seen</b>	Treenails <b>Rivetted good where seen</b>	Windlass and Capstan <b>good</b>
Waterways <b>guttering</b>	Breasthooks and Stenson <b>"</b>	Pumps <b>"</b>
Tomings <b>"</b>	Transoms, Pointers, and Crutches <b>"</b>	Boats <b>"</b>
Upper Deck Beams & Fastenings <b>"</b>	<del>Timbers</del> of the Frame at the openings <b>"</b>	Masts, Yards, &c. <b>"</b>
Lower Deck Beams & Fastenings <b>"</b>	<del>Ditto</del> Ditto at other places <b>"</b>	Condition, how ascertained <b>by examination</b>
Planksheer <b>plating</b>	Keelsons <b>"</b>	Sails <b>2 good sints</b>
Deerstrakes <b>"</b>	Clamps and Shelves <b>"</b>	Anchors No. of <b>3 Bowers 1 stream 2 kedges</b>
Sides <b>"</b>	Ceiling <b>"</b>	Cables <b>300 fms bower 90 fms stream</b>
Leads <b>"</b>	Rudder <b>good &amp; well hung</b>	Hawsers and Warps <b>6 assorted</b>
Keel (Bottom) and Counter <b>"</b>	Copper <b>Paint</b> When put on <b>Sept 77</b>	Standing & Running Rigging <b>all good</b>
Iron Room Skylights <b>"</b>	Caulking of <b>"</b>	
Coal Bunkers, Openings, Lights, &c. <b>"</b>	Bottom, Deck, & Waterways <b>good</b>	
Scuppers <b>good</b>		
Cargo and Main Hatchways <b>good</b>		
Hatches <b>good</b>		

General Observation, Opinion as to Class, &c.

A strong well built vessel, and, having undergone the above repairs is in my opinion fit to be retained on the register as classed. I am however desirous of stating that altho' the above repairs are good and sufficient for any amount of cross voyages until the arrival of the vessel at the United Kingdom, on such arrival the ship should be docked for the inspection of the Society's Surveyor, as I think it probable that a new shift of keel might be recommended in the place of that bent and slightly fractured.

Amount of Entry Fee ... £3 : : received by me, }  
 Special ... £4 : : £7-4-0 1877 }  
 Certificate if (required) ... £ : :  
 Diving Expenses, if any, £ )

Committee's Minute 18th December, 1877.

Character assigned **100 A1**

By the owner  
 Letter 31/12/77

*[Signature]*

*[Signature]* - R.N.R.  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Port of Calcutta  
 The 9<sup>th</sup> Nov. 77.



19485 In

The decks have been caulked throughout and the ceiling which was lifted for repairs has been re-laid. The vessel's bottom has had 3 good coats of paint and one of tallow and the above repairs altho' of a temporary nature are strong and substantial.

M. L.



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Foundation