

REPORT of SURVEY for REPAIRS.

No. 11725 Survey held at London Date June 30th to July 17th 1845
 on the Caleb Angas. Bk Master Whittle
 Tonnage 304 Built at Shields When built 1829
 By whom built Owners J. F. Angas.
 Port belonging to London Destined Voyage Honduras.
 If Surveyed Afloat or in Dry Dock In Dawson's Dock, and in W.D. Dock and the River.

Last Survey, No. 6442

Port Spain

REPAIRS This ship has been stripped, hung in shores, caulked all up ^{including} ~~round~~ the stanchions and waterway beam. She has had an additional bolt in her after deadwood and a metal strap under the keel up to the lower brace with 5 through bolts. The fastenings in her breasthooks have been renewed, she has had a new iron coustle fitted ab aft, a new transom and her pointers refastened. New bow port & new rafe port. The foremost hold beam of the main hatchway has been carried forward and, to compensate, it has been connected with the after beam of the hatchway by a staple lodging him on each side weighing (each) about 7 cwt. She has also had one additional pair of hanging knees to hold beams and 2 pair of standard knees. Her lower ceiling has been repaired and 5 new shifts of planks in the tween deck ceiling. Her counter has been sheathed with 1/2 stuff over felt. She has had 9 shifts of planks out of her larbrd buttock and 10 shifts out of her starbrd buttock. The black strakes in the wake of the chain and forewater plates and bolts and several other shifts of black strake and topsides have been shifted, as also one shift of wale, 32 feet in length, on each side. She has had a large iron bread-hook over the bowsprit and a pair of iron bolsting plate knees. Her pointers and braces have been refastened and her Hawsen gipses refitted. Her upper deck waterway round the bows has been cased.

Present Condition of the

Decks <u>fair</u>	Treenails <u>good as far as could be seen</u>	Windlass and Capstan <u>good</u>
Waterways <u>good</u>	Breasthooks and Stemson <u>fastenings renewed</u>	Pumps <u>both lifted one over</u>
Comings <u>Main hatch good fore hatch badly</u>	Transoms, Pointers, and Crutches <u>good</u>	Boats <u>3 good boats</u>
Upper Deck Beams & Fastenings <u>Apparently very</u>	Timbers of the Frame <u>In the lower part good</u>	Masts, Yards, &c. <u>In good order</u>
Lower Deck Beams & Fastenings <u>good</u>	Keelsons <u>good where seen but much covered</u>	Sails <u>2 Sails</u>
Planksheers <u>good</u>	Clamps and Shelves <u>good</u>	Anchors No. of <u>3 B 1 S 1 K</u>
Sheerstrakes <u>good</u>	Ceiling <u>good</u>	Cables <u>2 Power Chain</u>
Topsides <u>good</u>	Rudder <u>has been unhooking</u>	Hawsers and Warps <u>1 Hawsen 2 Warps</u>
Wales <u>good</u>	Copper <u>New 1/2 m. back top sheeting & felt</u>	Standing & Running Rigging <u>in good order</u>
Plank (Bottom) and Counter		

General Observations and Opinion, In the last report of this ship it is stated that "on the removal of a part of the sheer strake on the starbrd side near the fore channel - one upper deck beam, some knees, and many top-timbers were found defective - she stands as wanting repairs - the beams and knees have not been exposed during this repair the top timbers have and are certainly in a very bad state - but she has had in other respects such great repairs that I consider she is in an efficient state to carry dry and fresh cargo and recommend she should be classed A1

The Amount of Fee.....£ 2 is received by me,

Augustin Reuge.

Certificate (if required)

Committee's Minute 22nd July 1845

Character assigned A1



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