

# REPORT of SURVEY for REPAIRS.

21749

*Raising Character and Special for Red A*

No. 405 Survey held at London Date March 24<sup>th</sup> to April 12<sup>th</sup> 1858  
 on the 13<sup>th</sup> Prince Albert Master Langlois  
 Tonnage 303 Built at London When built 1841  
 By whom built \_\_\_\_\_ Owners Shepherd  
 Port belonging to London Destined Voyage Jamaica  
 If Surveyed Afloat or in Dry Dock Limhouse dry dock

Last Survey, No. 20740 Port London Classed 12 A 1  
 Cont 53 - 4 - 56.

REPAIRS *Now done in accordance with the Rules Sec. 60. 1<sup>st</sup> part. The outside planking from the waterway seam to the metal line scraped bright (planking from the metal line to the light mark examined see London Report 20740) and trenails and bolts driven out for inspection.*

*In consequence of damage: the knee of head and all its fittings renewed, part of the lee chocks removed and the ship caulked from the foremast forward.*

*Not from damage; the remaining lee chocks taken off and not replaced, one deck beam renewed with African Oak and a false stern post added of the same, all the braces on the stern post new; The rudder case and one deck plank next the waterway on the port side new of Danzig Fir. One fore hood of sheerstrake on the starboard and two on the port bow renewed with East India Teak.*

*The owner thinking this vessel entitled to the additional year for metal fastenings desired us to survey her for that purpose and the bolts in the iron knees on the ends of the deck Transom were found to be of Iron. They have now replaced with Yellow Metal and with this exception the vessel appears thoroughly fastened with copper and Yellow Metal*

Decks	Trenails	Windlass and Capstan
Waterways } <i>good</i>	Breasthooks and Stemson } <i>Good</i>	Pumps
Comings } <i>good</i>	Transoms, Pointers, and Crutches } <i>when seen</i>	Boats
Upper Deck Beams & Fastenings <i>do</i>	Timbers of the Frame <i>do</i>	Masts, Yards, &c. } <i>In good order</i>
Lower Deck Beams & Fastenings <i>do</i>	Keelsons <i>do</i>	Sails } <i>and</i>
Planksheers <i>do</i>	Clamps and Shelves <i>do</i>	Anchors No. of } <i>Sufficient</i>
Sheerstrakes <i>do</i>	Ceiling <i>do</i>	Cables
Topsides <i>do</i>	Rudder <i>do</i>	Hawsers and Warps
Wales <i>do</i>	Copper <i>SM</i> When put on <i>1856</i>	Standing & Running Rigging
Plank (Bottom) and Counter <i>do</i>		

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. *firm & good*

*This vessel is similar to the Prince Rupert No. 21587 London Report. Should the Committee favourable consider her claim to the extra year for metal fastenings she will be eligible to remain classed A 1 to the end of the present year and having now undergone the first Rule for Red A 1 she will be eligible for that grade for four years from 1858 otherwise 1857*

The Amount of Fee.....£ 1 : - : - is received by me,

Special..... 4 : 4 : 3

Certificate (if required) : 5 :

Committee's Minute 10<sup>th</sup> May 1858

Character assigned Raise to 13 A 1  
Cont A 1 for 4 years from 1854  
Then to be 12 A 1 in red

Special damage £ 3. 3. 0.

" Red A 4. 4. -



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The upper or main deck and coverings, the upper and lower deck bolts, and the outside planks through which they pass, the plank-sheers, waterways, and beams, so far as they can be examined; the hawse timbers, knight heads, breast hooks, and transoms; the floors and keelsons; the keel the rudder the planking outside and the keel nails passing through from the light water mark upwards; the ceiling inside and the frame and inner surface of the outside planking where it may be seen and the sheer and general form of the ship appears good.

Wm. W. Wain

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