

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 203 Survey held at London Date 3<sup>rd</sup> Feb<sup>y</sup> to 21<sup>st</sup> Mar. 18 66.  
 on the Ship "Castle Eden." Master J. Allsop.  
 Tonnage 930 Built at Sunderland When built 1842.  
 By whom built \_\_\_\_\_ Owners J. H. Fox.  
 Port belonging to London. Destined Voyage Port Fanning.  
 If Surveyed Afloat or in Dry Dock Union Dry Dock and Victoria Dock.

Last Survey, No. 26158 Port London Classed Grat. 53. 64 yrs. 64 for 4 yrs. 5. 64. *Clap*

## REPAIRS

The Owner of this vessel made application to the Committee by letter dated the 30<sup>th</sup> January 1866:— That as she had been subjected to the second Survey Rule, Section 54, so late as 1864, at which time she had a large repair, see Report N<sup>o</sup> 26.128, requesting that the Committee will now be pleased to consider her as having been surveyed under the second Survey Rule for Red A in 1864, and that she be marked "4 yrs Red A. 1." "1864" in the Register Book, providing she be now scraped bright, and fastenings driven out for survey; but, that she be excused from stripping the Yellow-metal sheathing, and opening her.

Approved per Secretary's letter dated the 1<sup>st</sup> February 1866, providing the Surveyors are satisfied with the efficiency

Present Condition of the

Decks		Treenails		Windlass and Capstan <i>Examined</i>	<i>Good</i>
Waterways		Breasthooks and Stemson		Pumps	<i>Good</i>
Comings	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats <i>5 N<sup>o</sup> (one fitted as a Life Boat)</i>	<i>where</i>
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings		Masts, Yards, &c.	<i>see w.</i>
Lower Deck Beams & Fastenings	<i>where</i>	Ditto Ditto at other places		Condition, how ascertained <i>by a certificate</i>	
Planksheers		Keelsons <i>Examined</i>	<i>where</i>	Sails <i>2 1/2 Suits</i>	<i>Good</i>
Sheerstrakes	<i>faulted and</i>	Clamps and Shelves		Anchors No. of <i>3 B. 15. 42 R</i>	<i>and</i>
Topsides	<i>Examined.</i>	Ceiling	<i>seen.</i>	Cables <i>300 fms.</i>	
Wales		Rudder <i>Efficient</i>		Hawsers and Warps <i>one 10 m. rest.</i>	<i>sufficient.</i>
Plank (Bottom) and Counter <i>faulted.</i>		Copper <i>Yellow metal When put on on felt.</i>	<i>now</i>	Standing & Running Rigging	
General Observations and Opinion,	Caulking of Bottom, Deck, & Waterways. <i>Good where tested.</i>				

*in 1864* She was surveyed under the second Survey Rule for Continuation, Section 54, please see Owner's letter to the Committee, requesting to be excused from opening her, and has now been scraped and thoroughly examined, inside and outside, and put in good and efficient condition, fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world;— We, therefore, respectfully recommend her to the favorable consideration of the Committee to be Classed Red A. 1. for 4 years, and to be marked in. The Amount of Fee.....£ 5: - - is received by me. The Register Book (S. S. 1864.)

Special..... 6: 6: -

Certificate (if required) : 5: -

Committee's Minute 23<sup>rd</sup> March 18 66

Character assigned

*A 1 in Red*  
*S. S. 64 = 4 years*  
*record repair*



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 Lloyd's Register  
 Foundation  
 LON 650-0387



27347. *Sum*

efficiency of the Vessel.

Now done:- Her sides brightened from the metal-hue to the Waterway Seams; Bolts and Greenails driven out for inspection; Teelson cleared fore and aft, and limbers lifted; Windlass unhung and the Wood-linings stripped; Chain-cables ranged, examined, and found good and sufficient.

On docking this vessel it was found that, the Yellow metal sheathing had worn thin. it was, therefore, stripped off. The Vessel caulked from Keel to Gunwale. Capped all the Butts of Bottom, and listed the Starboard ~~stern~~ and Hood-ends with Yellow metal. Resheathed the Bottom with Yellow metal or felt.

The following have been renewed:- Viz:- The foremost piece of Halse-keel, and the bearing-piece to the Rudder with English Elm. Ten Forecastle Limbers on the Starboard side, and seventeen on the Portside, with English Oak. The whole of the Forecastle drifts outside, and the greater portion of the inside with Danzig Oak and Red-pine. Four forecastle beams Three Beam-arms and one Cathead on the Starboard side with American Oak. The whole of the Forecastle deck, with Yellow-pine and fastened with galvanized Iron. The forecastle Plank-sheers with American Oak. The whole of the Poop drifts on the Portside and all but one plank on the starboard side with Red-pine. Fitted seven Iron Lodging knees and two iron staple knees to the Forecastle.

The whole of the Topmasts, Bowsprit, together with all spars attached to, and above them, were, according to the Log-Book, renewed at Queensland in January 1865 with fowdie.

The Main deck and Coamings, the Upper and Lower deck Bolts, and the outside plank through which they pass, the Plank-sheers, Waterways, and Beams, the Hawse-timbers, Knightheads, Breasthooks, and Trussoms, Floors, Teelson, Keel, Rudder, and Windlass, - the Planking outside and inside, and the Greenails, the frame and inner surface of outside planking, where they could be seen, are in good condition. The Sheer and general form of the Ship remain unaltered.