

Continuation and Red A. Surveys, - as per 3rd Rule of Sections 54 and 60. -

REPORT of SURVEY for REPAIRS. 27985

No. in Reg. Book. **No.** 54 Survey held at London Date 10th Nov. to 29th Decr 1866
on the Ship "Camperdown" - Master William Black
Tonnage 993 Built at Sunderland When built 1847
By whom built _____ Owners Gunbar & Co.
Port belonging to London Destined Voyage Bombay
If Surveyed Afloat or in Dry Dock General Dry Dock and East India Dock.

Last Survey, No. 26011 Port London Classed 13. A. expired
12.63.

REPAIRS

Now done; in accordance with the Second Survey Rules of Section 54 and 60. -
The Yellow metal sheathing stripped off the Bottom; her sides brightened from
the light-water-mark to the waterway seams; all air-courses and
limbers cleared; removed a shake of Topsides-planking on each side,
a short plank in each Buttock, - and a four inch listing, all fore
and aft on each side, in the ceiling above the Floor-heads; Bolts
and Treennails driven out for survey; the Beam-ends bored; the
Windlass unhooking the wood-linings stripped and the Main-piece
examined and found good; the chain-cables ranged examined
and found good; but, 45 fms deficient; - and all other requirements
of the Rules attended to. -

The following have been renewed: - Top - The Shake of Plank
on each side, and the Buttock planks taken out for survey, with Teak;
the whole of the Forecastle drifts, on each side, including covering-boards

Present Condition of the

Decks	Treenails a number also.	Windlass and Capstan Examined -
Waterways <u>faulked</u>	Breasthooks and Stemson <u>Good</u>	Pumps <u>3 No.</u>
Comings <u>Good</u>	Transoms, Pointers, and Crutches <u>Good</u>	Boats <u>4 No.</u> <u>Good where seen</u>
Upper Deck Beams & Fastenings <u>firm</u>	Timbers of the Frame at the openings <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Lower Deck Beams & Fastenings <u>where</u>	Ditto Ditto at other places <u>where</u>	Condition, how ascertained <u>By inquiry & observation</u>
Planksheers <u>Brightened</u>	Keelsons <u>Good</u>	Sails <u>Said to be nearly 3 suits</u> <u>Good</u>
Sheerstrakes <u>and</u>	Clamps and Shelves <u>rebolted 1/2</u>	Anchors No. of <u>3 B. 15. 1 R.</u> <u>where</u>
Topsides <u>faulked</u> <u>seen</u>	Ceiling <u>refastened and repaired</u> <u>seen</u>	Cables <u>Sufficient</u> <u>seen</u>
Wales <u>faulked</u>	Rudder <u>Main-piece res of E. oak</u>	Hawsers and Warps <u>one gun res</u> <u>seen</u>
Plank (Bottom) and Counter <u>faulked</u>	Copper <u>F. & G. M.</u> When put on <u>now</u>	Standing & Running Rigging <u>seen</u>

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good where tested.

She has been surveyed in accordance with the requirements of the
Second Survey Rules of Sections 54 and 60, and put in good and efficient condition;
is now fit, in our opinion, for the safe conveyance of dry and perishable goods
to and from all parts of the World, and to be continued A. I. for 9 years from
1860. - And if it meets with the Committee's approval, we beg leave to recom-
mend that, - at the expiration of her long fortification, - she be classed Red A. I.
and marked (S. S. 1866 for 9 yrs.)
upon the present Survey. -

The Amount of Fee.....£ 5: : is received by me,

Special..... 6: 6: -

Certificate (if required) : 5: -

Committee's Minute 1st January 1867

Character assigned Cont^d A. I. for 9 years
from 1860
record repair



Lloyd's Register
Foundation

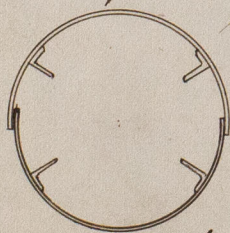
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and spirkettings with Dantzic-deals, Oak and English Oak; introduced 7 new Forecastle drift Timbers on the Starboard side, and six on the Port side with English Oak; all the after shifts of the Poop-drift on both sides with Dantzic-deals; a fore-hood-plank on each Bow, and an after-hood on each side aft, below the walls, with Teak. Made the Fore-channels narrower and renewed all the chain and preventer bolts to Riggering. The Knee-of-Head is new, - it has also been reduced in size, the lower cheeks to knee, on each side, with English Oak. The whole of the Greenails, fore and aft, on each side from the Plank sheers to the metal-line, and also from the eighth strake below the metal-line to the lower-turn of Bilges with Stringy Bark; - the Greenails in the eighth Strakes, alluded to, having been renewed a short time since, with Locust. - The inside ends of the Greenails, from the Hold-beams down, have been caulked and payed with pitch. - 15ft of the Stalse Stem-post, renewed with Teak. - Refastened the Stern-planking with galvanized Iron dunnops, also the flooring of the Hold and tween decks where necessary. - The after length of lower deck Waterway on the Portside, and the second length from forward, on the Starboard side, with greenheart, and through bolted them with metal-bolts. - Introduced a heavy chock in the Fashion Timbers on each side, and through bolted them. - Renewed two lengths of Hold-beam clamps on the Port-side, with greenheart; one Hold-beam-end, on each side, with Teak; - and the main-piece of Rudder with English Oak. - a large number of Hold-beam and tween deck, Knee-bolts renewed; (found broken). - Rebolted six hold-beam-clamps, on each side, fore and aft, with $\frac{7}{8}$ ins gal. Iron dunnop bolts, through the Timbers. - Overhauled and repaired the flooring where required. -

Rung the vessel in shores, and caulked from the keel to the second seam of the deck, including round all the houghtree stanchions, - and the Poop and Forecastle drifts. - Listered the whole of the Bottom of the Bottom, the starboard-seams, and the fore and after Hood-ends with lead. - Resheathed the Bottom with Yellow metal on felt. -

Supplied 45 fms of $1\frac{1}{16}$ ins new stud-link chain-cable, tested to 57 $\frac{3}{4}$ tons, at the "Lloyds" Rope-making House; for Decr 1827, and signed L. K. Isitt, produced. -

A Foremask of Iron has now been shipped; the following are the particulars: - It is formed of two $\frac{7}{16}$ ins plates as per sketch. with single riveted edges. - Rivets $\frac{3}{4}$ ins diameter, and spaced $\frac{3}{4}$ ins apart. - Plates 10ft long. Butt-straps $10 \times \frac{7}{16}$, - double riveted. - It has four $4 \times 3 \times \frac{7}{16}$ Angle Iron stiffeners, running from end to end, and riveted with $\frac{3}{4}$ ins Rivets spaced 6 ins apart. - Total length including head 74 feet; length of head 13ft; - length from deck to rounds 40.6. - Diameter at deck 31 ins. -



Her upper and main deck joistings, upper and lower deck bolts, and the outside planks through which they pass, the Plank sheers, Waterways, and Beams so far as they could be examined; the House-timbers, Hightheads, Breasthooks and Transoms; the Floors and Stelsons, the Steel Rudder and Windlass; the Planking outside and inside, and the Greenails; and the frame and inner surface of outside planking, where seen, were in good and efficient condition. -

Her Sheer, although not good, is, in our opinion, efficient. -

Wm. Harrison

J. M. W.