

# Change of Owners & REPORT of SURVEY for REPAIRS.

26572

No. in  
Reg. Book.

No.

Survey held at

London

Date

July 19<sup>th</sup> to Aug 14<sup>th</sup> 1867

on the

Ship "Camperdown"

Master

W. Nattros

Tonnage

993

Built at

Sunderland

When built

1847

By whom built

Owners

Messrs Bonus &

Port belonging to

London

Destined Voyage

Bombay from Cardiff

If Surveyed Afloat or in Dry Dock

East India Dock & Union Dry Dock

Last Survey, No.

27985

Port

London

Classed

13 86

REPAIRS

Now done, eleven Roughtree Stanchions on the Port side and thirteen on the Starboard, renewed, with English Oak. A pitch pine waterway, 13 x 9, ranging from a shift within the Prop, to a shift within the Fore castle, added, checked down into her original Teak waterway, and fitted against the Spirketting, bolted with 7/8 Galvanized Iron this, one in every other timber and two 7/8 Galvanized bolts thro each beam end and clenched; the Roughtree Rail, of pitch pine, 5 x 15, new, from shift abt the break of the Prop to a shift before the break of the Fore castle, in two lengths properly scarphed and bolted, the fore end of the Rail additionally secured to the Fore castle by an Iron plate, bolted to it and the Fore castle; the open Gangway in bulwarks dispensed with; the main bulwarks partly refitted and Port new; the Port main Channel, reduced in breadth and six chain bolts renewed; the upper deck Clamps additionally thro bolted with forty eight 7/8 Galvanized Iron bolts on each side; One upper deck Scarphed beam in midships, refitted and bolted; two new Carlings fitted to the main Hatch

Present Condition of the

ballid; two new Carlings fitted to the main Hatch

Decks Caulked, good

Waterways Caulked, good

Comings good

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings } firm

Planksheers

Sheerstrakes } Caulked, good

Topsides

Wales

Plank (Bottom) and Counter } Caulked, good

General Observations and Opinion, } good where tested

Treenails

Breasthooks and Stenson

Transoms, Pointers, and Crutches } good

Timbers of the Frame at the openings good

Ditto Ditto at other places good

Keelsons

Clamps and Shelves } good

Ceiling

Budder

Copper on Tell

When put on 1866

Caulking of Bottom, Deck, & Waterways. good

Windlass and Capstan good

Pumps overhauled - good

Boats 3 in No. good

Masts, Yards, &c. good

Condition, how ascertained By examination

Sails Two Sails

Anchors No. of 3 B. 1 S. 2 L

Cables Good & suff

Hawsers and Warps

Standing & Running Rigging } good & suff

The Amount of Fee.....£ 2 : - :

is received by me,

Special..... 5 : 5 :

Certificate (if required) : 5 :

Committee's Minute

6<sup>th</sup> September 1867

Character assigned

Good

record repair

M.A.D.



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Lloyd's Register  
Foundation

LN652-0274



28572 Jan

of Sautzie Oak, - a portion of the upper deck before the Main Hatch and by its sides renewed; - the upper deck Main Hatch Coverings and Deadlugs refitted and bolted; two Lower deck Teak beams before the Main Hatch refitted and bolted; and the Coverings and Deadlugs to the Main Hatch of this deck refitted and bolted; a portion of the lower deck renewed, and a portion refitted; An Iron Lodging Piece introduced to the Port side of the upper deck in lieu of broken wooden knee; - One Teak Orlop beam refitted and bolted; a Starboard arm to one Orlop beam renewed with Sautzie Oak; five Pairs of Iron hanging knees added to the Orlop beams, and the side arms bolted with 1 1/2 Yellow Metal; the Iron Lodging Pieces to the Orlop beams wedged with Iron where necessary; One Orlop beam of Sautzie Oak added before the Fore Mast secured with a Pair of Iron knees (hanging) and one Pair of Lodging Pieces to its aft side, this bolted with Yellow Metal; the beam efficiently bolted to the Pillar under the Bull Bitt, and a large Cleat introduced for its further support. - the two Lower deck beams before, and the two abaft the Main Mast have Iron Plates attaching the heads of the Pillars to them, and the heels of the Pillars under these beams, are attached to the Keelson by Plates thoroughly bolted; thus making a continuous tie at these places between the Keelson and Lower deck beams; A new Port Mole to the Cargo Port in the 'twelve decks on the Port side; about twenty five feet of the Keel metal on the lower side of the Keel in midships, more or less chafed, consequently six Keel blocks have been taken out, and the metal made good. -

Caused the Caulking of the bottom to be tested in two places on each side, and found it quite satisfactory; also tested the Caulking of the Topsides and Wales, on each side, which proved to be irregular; therefore had the upper stroke of metal ~~to~~ stripped, on each side, and the metal cut down in way of all the butts under the lower beam, from this Portion of the ship upwards, including the upper deck, she has been Caulked, and the stroke of metal made good on Tell. - The Main Topmast has been renewed, and the rigging generally overhauled and refitted where necessary. Her Boats have been repaired, pumps overhauled, and she has been supplied with a proper quantity of Spare Spars, - and a second Kedge Anchor of which she was deficient;

She left the Dry Dock on the 31<sup>st</sup> July, when she had 18 inches of water in her, and upon sounding her on the 15<sup>th</sup> of August she had 21 1/2 inches of water in the well, and had not been Pumped in the interval -

This vessel put back to Plymouth from her intended voyage to Bombay, was towed to this Port, discharged her Cargo, and Partially Surveyed by us on the 28<sup>th</sup> of February of this year - at that time, the Beams of the Upper deck, Lower deck, and the Orlop, which were required to be removed to get out the Cargo, were out of place, also Portions of the deck &c. - She had evidently made some water round some of the Portholes Stanchions, at the Blanket, but we have seen no reason to suppose that she had made water of any material consequence at any other place. -  
Williamson. N. Weymouth