

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS 30 SEPT 1886

No. *128* Port of *London* Date, First Survey *22 Sept* Last Survey *29/9/1886*
 No. in Reg. Book. *128* on the *SS Cambrian Prince* Master *Eraus*

TONNAGE:—
 NET *1349*
 GROSS *1393*
 UNDER DECK *283*
 Built at *Southampton* By whom *J R Oswald* When *1876*
 Owners *J. Williams & Co* Port belonging to *Liverpool*
 Owners' Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Trans 4th St* Destined Voyage *Melbourne*

Length of Poop _____ ft.: of Forecastle _____ ft.: of Raised Or. Deck _____ ft.: Moulded Depth _____ ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *740* Port *Hamburg* and *A. 1. in Red Salt*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard) in salt water *4* ft. *6* ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship. in fresh water *4* ft. *12* ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE

Condition. Freeboard

This vessel was placed in dry dock, the bottom examined cleaned & coated. The rudder lifted and the pintles pushed. Main topmast renewed.

The Freeboard assigned by the Committee 1/1/85. is now painted and marked on the sides of the vessel as required. viz:- Salt water 4-6 Fresh 4-12

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>4</i>	Treenails or Rivets	<i>4</i>	Rudder	<i>4</i>	Masts, Yards, &c.	<i>4</i>
Comings	<i>4</i>	Breasthooks & Stemson	<i>4</i>	Windlass & Capstan	<i>4</i>	Condition, how ascertained	<i>from A</i>
Up'r Dk. Beams & Fastenings	<i>4</i>	Transoms, Pointers, & Crutches	<i>4</i>	Pumps	<i>4</i>	Sails	<i>2 Suits good</i>
Low'r Dk. Beams & Fastenings	<i>4</i>	Timbers of Frame at the openings	<i>4</i>	Cement (if Iron Ship)	<i>4</i>	Anchors	<i>No. of 3B, 1B, 2K</i>
Planksheers	<i>4</i>	Ditto ditto at other places	<i>4</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>4</i>	Cables	<i>what seen good</i>
Sheerstrakes	<i>4</i>	Keelsons	<i>4</i>	Copper, or Y.M. (State if on Felt.)	<i>—</i>	Hawsers & Warps	<i>Sufficient</i>
Topsides	<i>4</i>	Clamps & Shells	<i>4</i>	When put on	<i>—</i>	Standing & Running Rigging	<i>good</i>
Vales	<i>4</i>					Hatches	<i>4</i>
Engine Room Skylights	<i>4</i>	Coal Bunker, Openings, Lids, &c.	<i>4</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

General Observations, Opinion as to Class, &c.:

This vessel now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed

Survey Fee (if chargeable) per Scale I., Sec. 27. £
 Survey Fee (if chargeable) per Scale II., Sec. 27. £
 Survey Fee (per Section 28) £
 Special Damage Fee (if any) (per Sec. 28) £
 Certificate (if required) to be sent as per margin £
 Selling Expenses (if chargeable) £
 and Surveyor's Fee (if any) £

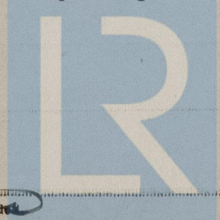
received by me,
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Edward Fox Surveym
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

FRIDAY 1 OCT 1886

Character assigned



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