

16106

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. 77 No. 4449 Survey held at Hull Date, first Survey 26<sup>th</sup> July Last Survey 14<sup>th</sup> March 1876  
 on the Iron S.S. "Baron Hambro" Master Laverick

Tonnage 574 built at London When built 1861-1 mo

By whom built 439 Linsley Owners M<sup>r</sup> Tulley & Co

Port belonging to Hull Destined Voyage Barcelona

If Surveyed Afloat or in Dry Dock In Gibson's dry dock & afloat in Victoria Dock

Last Survey, No. \_\_\_\_\_

Port \_\_\_\_\_

Classed \_\_\_\_\_

Years assigned \_\_\_\_\_

Character in Register Book \_\_\_\_\_

5-74

REPAIRS, OR EXAMINATION AS PER RULE \_\_\_\_\_

Survey No 1

S.S. No 3-72

Now done Ceiling lifted in accordance with the Rules  
Cement repaired where required. Cleaned down inside and painted,  
also cleaned & painted from keel to Thurstable. Raised 2<sup>nd</sup> Deck  
sheathed with red pine on felt from the front aft to about 3 ft  
abast Engine room skylight & caulked, four scuppers Main  
Deck renewed, Windlass examined Chain Cables on Deck

Second Bower Anchor now supplied 12 cut 2 gn & stock tested to  
14 tons 6 cut 1 gn. Certificate dated Sunderland 5<sup>th</sup> June 1874 & signed J. H. T. S. Superintendent.

The 3<sup>rd</sup> Bower 11 cut & stock is 1 gn. 25 lbs short of the requirements of the  
Rules but the collective weight is in excess of the requirements,  
the first Bower being 16 cut & stock.

Present Condition of the

Decks

Waterways

Comings

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Planksheers

Sheerstrakes will be scraped & painted  
during the voyage

Topsides

Wales

Plank (Bottom) and Counter

Tecmils live

Breasthooks and Stenson

Transoms, Pointers, and Crutches

Timbers of the Frame at the openings

Ditto Ditto at other places

Keelsons

Clamps and Shells

Ceiling

Rudder

Copper

When put on

Caulking of

Bottom, Deck, & Waterways

Windlass and Capstan

Pumps

Boats

Masts, Yards, &c.

Condition, how ascertained Enquiry

Sails

Anchors No. of 3 B S & 2 Kedges

Cables 225 fms 1 1/4 on Deck

Hawsers and Warps good & sufficient

Standing & Running Rigging good

Engine Room Skylights good Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo and Main Hatchways good Hatches good

General Observations, Opinion as to Class, &c.

This vessel is not built in strict conformity with the Rules for the 90A  
but taking into consideration the heavy frames & close  
& arrangement throughout I am of  
favourably considered by the Committee  
& marked S.S. Hull No 1-76

ived by me, MD  
March 1876

Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute 24<sup>th</sup> March 1876

Character assigned 90A

S.S. No 1-76

Third Bower  
equation solved  
by weight  
24/3/76



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