

# REPORT of SURVEY for REPAIRS, &c.

No. 11463

(Received at London Office, 18/3/86)

No. in Reg. Book *Survey held at Newcastle* Date, first Survey *21<sup>st</sup> Feb* Last Survey *6<sup>th</sup> March* 1880.

*582* on the *Iron Slew Bkn. "Hope" (late "Don Antonio")* Master *J. W. Taylor*

TONNAGE under Tonnage Deck *1204*  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *1567*  
 Crew Space, as per Rule  
 Register Tonnage, out on Beam  
 Engine Room  
 Reg. Tons as St'mer, out on Bm. *1245*  
 Built at *Port Glasgow* When built *1860* 1<sup>st</sup>  
 Owners *Bailey & Leetham* Port belonging to *Hull*  
 Residence *Commercial Road, Hull*  
 By whom built *Hill* Destined Voyage *Baltic*  
 If Surveyed Afloat or in Dry Dock *In Palmer's Dry Dock*  
 (State Name of Dock)

Length of Poop *186* ft. Ditto, Forecastle *27* ft. Ditto, Raised Quarter Deck *✓* ft. Years assigned. *100 A.1*  
 Last Survey, No. *20966* Port *Iron* S.L. Hull No. *2-75* 5.78

REPAIRS, OR EXAMINATION AS PER RULE  
 Cause of Repairs to be clearly stated. *S.L. No. 3.*

This vessel has been placed in dry dock; the keel and bottom examined; the holds cleared. In the fore or No. 1 hold, sufficient ceiling removed to ascertain the condition of the cement &c. (see Secretary's letter dated 23<sup>rd</sup> Feb<sup>y</sup> 1880); the cement &c. found to be in good condition. All the close ceiling in the other holds removed; the cement in the bottom examined and repaired where necessary; the coal bunkers cleared; the thickness of the outside plating ascertained, (by drilling in several parts) to be satisfactory. The keel and bottom and the topsides, the floors, the reverse frames up to the height of the bilges, and the peaks have been cleaned & painted; the other parts of the vessel did not require cleaning & painting; the ceiling relaid & part renewed; the chain cables ranged; the windlasses

ent Condition of the		<del>Ironails</del> rivets —	good	Windlass and Capstan	good
s	good	Breasthooks and Stemson	Do	Pumps	Do
rways	Do	Transoms, <del>Painters</del> , and Crutches	Do	Boats	Do
ings	Do	<del>Timbers of</del> the Frame at the openings	Do	Masts, Yards, &c.	Do
pper Deck Beams & Fastenings	Do	<del>Ditto</del> Ditto at other places	Do	Condition, how ascertained	ex <sup>d</sup> from the de
Lower Deck Beams & Fastenings	Do	Keelsons	Do	Sails	sufficient
Planksheers	Do	Clamps and Shelves	Do	Anchors No. of	Do 3 B. 1 S.
Sheerstrakes	Do	Ceiling	Do	Cables	270 fathoms Do - comp
Topsides	Do	Rudder	Do	Hawsers and Warps	Do
Wales	Do	<del>Copper (on K.M.)</del>	When put on	Standing & Running Rigging	Do
Plating	Do	Caulking of			
Plank (Bottom) and Counter	Do	Bottom, Deck, & Waterways	good		
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good
				Cargo and Main Hatchways	good
				Hatches	go

This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and to be marked in the Register Book S.L. Nwc. No. 3 - 80.

Repairs *3*  
 The Amount of Entry Fee ... £ ... : : received by me, *W. S.*  
 Special ... £ *4:4* : : 19<sup>th</sup> March 1880  
 Certificate (if required) to be sent as per margin... £ ... : :  
 (Travelling Expenses, if any, £ ... )  
 Committee's Minute *Friday, March, 19<sup>th</sup> 1880*  
 Character assigned *100 A.1*  
 S.L. No. 3 - 80  
 J. H. Truscott.  
 Davidson  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 First Entry Report & Hull Report No. 4654 herewith returned 17/3/80  
 LLOYD'S REGISTER OF SHIPPING  
 FOUNDATION



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(if iron), examined; the pumps, sluices and the general equipment attended to.

On account of deterioration, one plate of the garboard stake on the port side amidships and 5 plates of the lower part of the fore engine room bulkhead, renewed.

The rudder has been renewed.

J. H. Truscott.  
C. W. Adams



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