

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book **No. 25** Survey held at **Philadelp** Date, first Survey **Feb. 18** Last Survey **July 22** 1879
 1100 on the **Iron S.S. Antonio** Master **Peaborn**

TONNAGE under Tonnage Deck
 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 **1858**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm.
 Built at **Shedden** When built **1877** MONTH **6th**
 Owners **Henry & Co. Limited** Port belonging to **London**
 Residence **H. Blairson & Co.**
 By whom built **Gosford** Destined Voyage **Liverpool**
 If Surveyed Afloat or in Dry Dock **Afloat**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned **100 A 1** Character in Register Book **1158**
 Last Survey, No. **2565** Port **Port** Classed

REPAIRS, OR EXAMINATION AS PER RULE

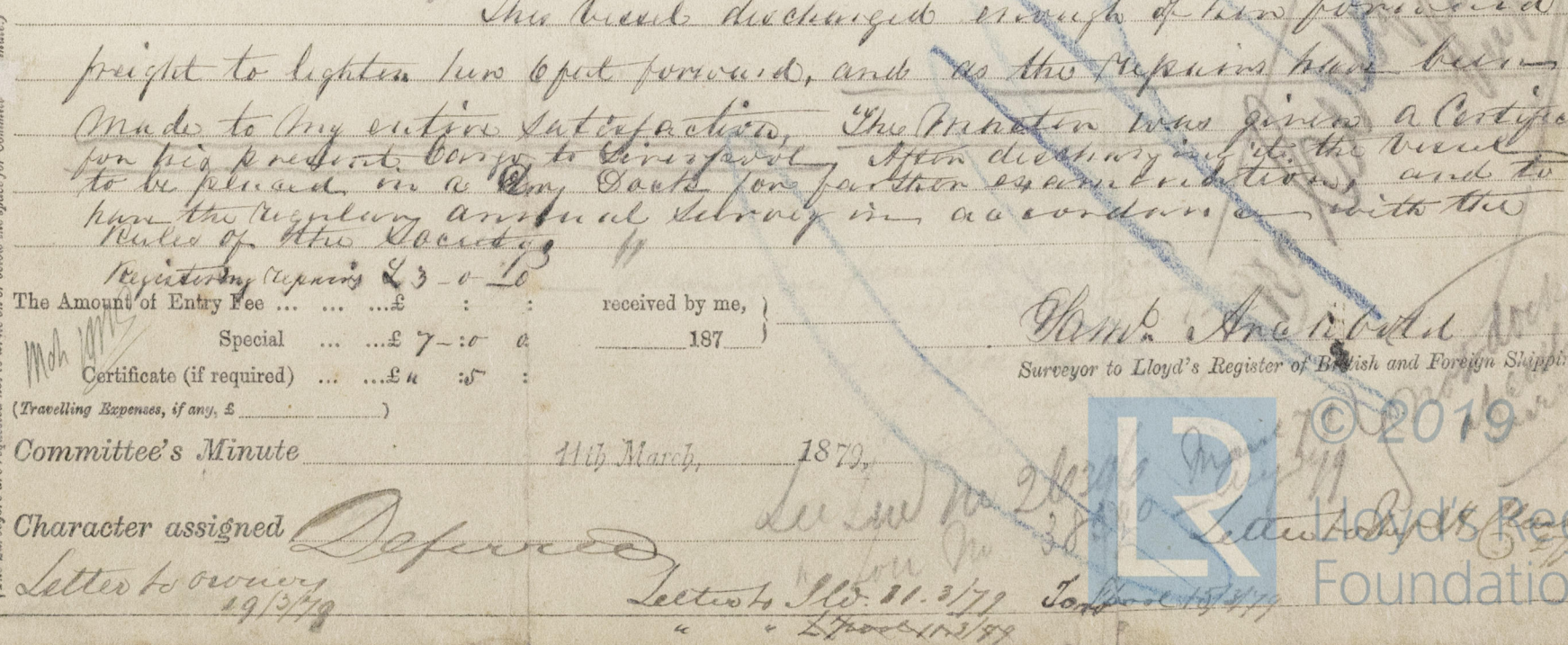
This vessel being outboard bound with a full cargo encountered the ice in the River Delaware, which stove a hole in her starboard bow, about 22" x 36" between the forward frames and stem, these frames on both sides were found to be placed (at 20 ft water line) forty two inches apart, above this the frames 28" 26" x 24 ft from C to A. at collision bulk head, six frames (on Port side) were found cracked in several places, three plates on starboard bow and two on Port extending in depth from 16 ft to 32 ft line were found badly damaged and ordered removed, a number of rivets around damaged plates were found loose and ordered to be cut out

Please turn over

Present Condition of the	Treenails	Windlass and Capstan
Decks	Breasthooks and Stemson	Pumps
Waterways	Transoms, Pointers, and Crutches	Boats
Sea Fastenings	the Frame at the openings	Masts, Yards, &c.
on the m Fastenings	at other places	Condition, how ascertained
lying	When put on	Sails
Wales	Caulking of	Anchors No. of
Plank (Bottom) and Counter	Bottom, Deck, & Waterways	Cables
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Hawsers and Warps
General Observations, Opinion as to Class, &c.	Scuppers	Standing & Running Rigging
	Cargo and Main Hatchways	Hatches

This vessel discharged enough of her forward freight to lighten her to port forward, and as the repairs have been made to my entire satisfaction, The Master was given a Certificate for his present cargo to Liverpool, after discharging it, the vessel to be placed in a Dry Dock for further examination, and to have the regular annual survey in accordance with the Rules of the Society.

Registering repairs £3-0-0
 The Amount of Entry Fee ... £ ... received by me, }
 Special ... £ 7-0-0 187
 Certificate (if required) ... £ 4-0-0
 (Travelling Expenses, if any, £ ...)
 Committee's Minute 11th March, 1879
 Character assigned **Deficient**
 Letter to owner 19/3/79
 Lecturer Mr. J. J. 21/3/79
 " " 27/3/79



IRON 492-0630

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The cracked frames were repaired, by well fitted bottom pieces, 5 feet long, and $\frac{3}{8}$ " thick of best flange iron riveted through the frames and plating, A stringer of double angle iron $4\frac{1}{2} \times 4\frac{1}{2}$ " ~~with~~ braced to back with intercostal plates between were rivetted to the reverse frames and the intercostal plates were rivetted to outside plating, and angles $3\frac{1}{2} \times 3\frac{1}{2}$ ". The stringers on each bow (inside) were about 22 feet long - and were secured by bracket plates to collision bulk head, and forward to a new breast hook put in, 22 inches long from stem and 30" wide, topped with angle iron and rivetted to stringers.

As the space between stem and forward frames was found to be 42", new frames and reverse frames 7 feet long, were put in and secured at the ends with breast hooks and brackets, forty screw rivets were found loose and removed, the holes riveted out and rivets of greater diameter put in.

Two thwart ship shores, of Yellow pine 10×8 " were well fitted and notched to fore and aft stringers, with iron pins and plates to prevent them from working aft and also to prevent painting, were fitted in the fore peak. As the damaged plates (when removed) showed a very inferior quality of iron,

I had several pieces placed between clamps - and found that with one very moderate blow of a temporary maul they were broken short off, showing that the iron was highly crystalline and without fibre. In a few days I will forward you a specimen of these plates, as in my opinion the damages can only be attributed to this defective iron, and want of proper strength forward.

Wm. Anshel
Surveyor,

Specimen of iron