

# REPORT of SURVEY for REPAIRS, &c.

No. *39827* (Received at London Office, *19* *11* *83*)  
 No. in Survey held at *London* Date, first Survey *6<sup>th</sup> Nov* Last Survey *15<sup>th</sup> Nov* 188*0*  
 Reg. Book. *128* on the *B<sup>r</sup> "Basuto"* Master *M. A. Leake*  
 TONNAGE under Tonnage Deck *336* Built at *Shoreham* When built *1872*  
 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 *363* Owners *Bullard King & Co* Port belonging to *London*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam *335* Residence  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm.  
 By whom built *May* Destined Voyage *Katal*  
 If Surveyed Afloat or in Dry Dock *Horseferry dry Dk Vafloat*  
 (State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned *11* Character in Register Book.  
 Last Survey, No. *38700* Port *London* Classed *HA 1 11 79*  
 REPAIRS, OR EXAMINATION AS PER RULE  
 Cause of Repairs to be clearly stated.

Vessel reported by Log Book to have put back to Leonada the day after sailing therefrom and on a Survey being made about 160 tons of cargo (Saggy Sugar) was discharged and not rehipped in her holds of topsides there recaulked. On examination in dry dock found the yellow metal sheathing free from wrinkling. Tested the caulking of bottom and found it good except keel seam and 3 seams above bilges which have now been recaulked.

Present Condition of the	<i>Good</i>	Treenails	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Decks	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Pumps	<i>2hs</i>
Waterways	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>2hs</i>
Comings	<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Upper Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>not seen</i>	Condition, how ascertained	<i>from deck</i>
Lower Deck Beams & Fastenings	<i>Good</i>	Keelsons	<i>Good</i>	Sails	<i>some new</i>
Planksheers	<i>Good</i>	Clamps and Shelves	<i>Good</i>	Anchors	<i>No. of 3 B. 18 &amp; 2 K</i>
Sheerstrakes	<i>Good</i>	Ceiling	<i>Good</i>	Cables	<i>part seen</i>
Topsides	<i>Good</i>	Rudder	<i>Good</i>	Hawsers and Warps	<i>3hs</i>
Wales	<i>Good</i>	Copper (or Zinc)	<i>Stym</i> When put on <i>1879</i>	Standing & Running Rigging	<i>Good</i>
Plank (Bottom) and Counter	<i>Good</i>	Caulking of	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>		

General Observations, Opinion as to Class, &c.

*She appears in good condition and in my opinion eligible to continue as Classed*

The Amount of Entry Fee ... £ ... : : received by me, *CHP*  
*12/11/80* Special ... £ *1* : *1* : *26/11/80*  
 Certificate (if required)  
 to be sent as per margin... £ : :  
 (Travelling Expenses, if any, £)

Committee's Minute *Tuesday, November, 23rd 1880.*

Character assigned *HA 1*



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