

REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at London Date, first Survey 10th May Last Survey 30th July 1881
 Reg. Book. 10 on the Iron Bk. "Haddington." Master J. Purdy.

Official Number 1271
 TONNAGE under Tonnage Deck 1271
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 1271
 Crew Space, as per Rule
 Register Tonnage, cut on Beam 1206
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.
 Built at Liverpool When built 1846
 Owners E. B. Hatfield & Co. C. F. Ellis. Port belonging to London
 Residence 28 Chapel Street, Liverpool.
 By whom built
 Destined Voyage Cape of Good Hope & Calcutta.
 If Surveyed Afloat or in Dry Dock In the Horseferry Dry Dock also in Limehouse Dock
 (State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
 Last Survey, No. 25639 Port Iron Classed S.L. N^o 3-72.
 REPAIRS, OR EXAMINATION AS PER RULE
 Cause of Repairs to be clearly stated. S.L. N^o 3
 Character in Register Book. A. 1.
3. 80
S.L. Liv. N^o 1-76.

This vessel has been placed in dry dock; the bottom plating examined and drilled in a great many places to ascertain its thickness; the hold and the fore peak cleared; all the close ceiling removed; oxidation beaten off the plating, frames &c.; the ends of the windlass exposed and the wood lining sufficiently stripped for examination; the chain cables ranged; the masts and spars examined, and all other requirements of the Rules complied with.

On account of wear, two outside plates on the starboard side amidships, and one plate on the port side, renewed; fourteen plates forward, of the lower courses on the port side renewed; four plates on the starboard quarter and three on the port quarter renewed; the sheerstrake doubled, the lower part of its depth with plates 2'-8" wide from 6 feet fore side of main rigging to about 14 feet on

Present Condition of the						
Decks	good	Treenails	Pivots	good	Windlass and Capstan	good
Waterways	D ^o	Breasthooks and Stemon		D ^o	Pumps	D ^o
Comings	D ^o	Transoms, Pointers, and Crutches		D ^o	Boats	D ^o
Upper Deck Beams & Fastenings	D ^o	Timbers of the Frame at the openings		D ^o	Masts, Yards, &c.	D ^o
Lower Deck Beams & Fastenings	D ^o	Ditto Ditto at other places		D ^o	Condition, how ascertained	by examination
Planksheers	D ^o	Keelsons		D ^o	Sails	good
Sheerstrakes	D ^o	Clamps and Shells		D ^o	Anchors No. of	3 B. 1 S. 2 K
Topsides	D ^o	Ceiling		D ^o	Cables	complete - 285 fathoms
Wales	D ^o	Rudder pintles renewed		D ^o	Hawsers and Warps	sufficient
Plating (Bottom) and Counter	D ^o	Copper (on rudder)	When put on		Standing & Running Rigging	good
Engine Room Skylights		Caulking of			Cargo and Main Hatchways	good
Coal Bunker, Openings, Lids, &c.		Bottom, Deck, & Waterways	good		Hatches	good
Scuppers	good					

General Observations, Opinion as to Class, &c.

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. Lon. N^o 3-81.

The Amount of Entry Fee ... £ : : received by me, }
 Special ... £ 10 : 10 : } 12th Aug 1881
 Certificate (if required) }
 to be sent as per margin... } £ - : - : }

(Travelling Expenses, if any, £)

Committee's Minute Tuesday Aug' 9th 1881

Character assigned

J. H. Truscott.
Will^m C. Lacey
 Surveyor to Lloyd's Register of British and Foreign Shipping.

© 2021
 Lloyd's Register
 Foundation

on the fore side of the fore rigging; the 3rd strake below the sheerstrake doubled from the stem to the fore part of the mizen rigging; the 4th strake below the sheerstrake doubled from the stem to about 35 feet abaft the stem; the 5th strake below the sheerstrake doubled from the stem to about 30 feet abaft the stem. All the above mentioned doubling is worked on both sides of the vessel.

59 frames and 61 reverse frames on the starboard side and 57 frames and 59 reverse frames on the port side in the midship body have now been worked (in place of wasted frames) from the upper turn of the bilges to a short distance above and below the lower deck alternately. The new frames are $6" \times 3\frac{1}{2}" \times \frac{9}{16}$ and the new reverse frames $3\frac{1}{2}" \times 3" \times \frac{9}{16}$.

The cement in the bottom renewed in a few places where necessary. The close ceiling relaid and part renewed. The vessel painted inside and outside.

J. H. Truscott.
Wm. C. Davey