

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at **London** Date, first Survey **Jan 12<sup>th</sup>** Last Survey **Feb 2** 18**75**

At Suff. on the **Iron SS Venice**

Master **Nelson**

Official Number **1271** Tonnage under Tonnage Deck **1271** Built at **Newcastle** When built **1874** YEAR. MONTH. **5**  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **1863** Owners **Nelson Jenkin & Co** Port belonging to **London**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St mer, cut on Bm. **1878** Residence  
 By whom built **Mitchell** Destined Voyage **China**  
 If Surveyed Afloat or in Dry Dock **Pontoon**

Length of Poop **4** ft. Ditto, Forecastle **4** ft. Ditto, Raised Quarter Deck **4** ft. Years assigned. **8.74** Character in Register Book.

Last Survey, No. **13228** Port **London**

Classed **100A**

REPAIRS, OR EXAMINATION AS PER RULE

At the present time the vessel placed on the Pontoon the bottom sighted and examined having been on the ground, but no appearance of injury could be found.

The bottom Scraped Painted & Coated one Power Anchor being broken at the Eye where the stock goes through has been replaced by a new one weighing <sup>last</sup> 34-1-10 tested to <sup>new</sup> 31-18-0-0. Testing Certificate produced Lloyd's Proving House Newcastle dated Jan 19 1875 Signed M. Read

Damage Fee £220

Present Condition of the

Decks	<b>Good</b>	Treenails	<b>Good</b>	Rivets	<b>Good</b>	Windlass and Capstan	
Waterways	<b>Good</b>	Breasthooks and Stemson	<b>Good</b>			Pumps	
Comings	<b>Good</b>	Transoms, Pointers, and Crutches	<b>Good</b>			Boats	
Upper Deck Beams & Fastenings	<b>Good</b>	Timbers of the Frame at the openings	<b>Good</b>			Masts, Yards, &c.	<b>Good</b>
Lower Deck Beams & Fastenings	<b>Good</b>	Ditto Ditto at other places	<b>Good</b>			Condition, how ascertained	<b>and</b>
Planksheers	<b>Plating</b>	Keelsons	<b>Good</b>			Sails	<b>sufficient</b>
Sheerstrakes	<b>Good</b>	Clamps and Shelves	<b>Good</b>			Anchors No. of 3 <b>Pro. &amp; Whely</b>	<b>where</b>
Topsides	<b>Good</b>	Ceiling	<b>Good</b>			Cables	<b>they could</b>
Wales	<b>Good</b>	Rudder	<b>Good</b>			Hawsers and Warps	<b>be seen</b>
Plank (Bottom) and Counter	<b>Good</b>	Copper Painted & When put on	<b>Good</b>			Standing & Running Rigging	
Engine Room Skylights	<b>Good</b>	Caulking of	<b>Good</b>				
Coal Bunker, Openings, Lids, &c.	<b>Good</b>	Bottom, Deck, & Waterways	<b>Good</b>			Cargo and Main Hatchways	<b>Good</b>
General Observations, Opinion as to Class, &c.		Scuppers	<b>Good</b>			Hatches	<b>Good</b>

She is now in an efficient state of repair fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world & in my opinion entitled to remain as classed

The Amount of Entry Fee ... £ 5.2.75 Special ... £ 1.1.1 Certificate (if required) ... £ 5.5.5

received by me,

9/2/1875

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned



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