

SS No. 3. 14003 7th 14 97

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** 878

Survey held at **London**

on the **Iron SS Europa**

Date, first Survey **Jan 7**

Last Survey **July 23 1875**

Master **Campbell**

(Rec'd 25.2.75)

<p>TONNAGE under Tonnage Deck 605</p> <p>Ditto of Spar Deck, or Awning Deck</p> <p>Ditto of Poop, or Raised Qr. Dk.</p> <p>Ditto of Houses on Deck</p> <p>Ditto of Forecastle</p> <p>Gross Tonnage 676</p> <p>Crew Space, as per Rule</p> <p>Register Tonnage, cut on Beam</p> <p>Engine Room</p> <p>Reg. Tons as St' mer, cut on Bm. 424</p>	<p>Built at Newcastle</p> <p>When built 1862</p> <p>Owners London & Ship Co Port belonging to London</p> <p>Residence</p> <p>By whom built Palmer</p> <p>Destined Voyage</p> <p>If Surveyed Afloat or in Dry Dock Pontoon</p>
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Length of Poop **11** ft. Ditto, Forecastle **11** ft.

Ditto, Raised Quarter Deck **from Post 67** ft.

Years assigned **95**

Character in Register Book **A1 6,74**

Last Survey, No. **12890** Port **Iron**

S.S. No. 2. 70

Cause of Repairs to be clearly stated.

At the present time the vessel placed on the Pontoon. The hold cleared and the ceiling taken up all fore and aft on both sides, coal bunkers cleared out, the frames, stringers, hooks, floor plates, Keelsons, engine & boiler bearers, beam ends, watertight bulkheads, rivets, & inner surface of plating exposed, the Main Deck also removed, being defective, oxidation beaten shipped or scraped off, and the Waterways and Plank sheers scraped bright. Several holes drilled in the outside plating on both sides from the bottom upwards and found to be very little reduced in thickness, the cement adhering firmly to bottom and in good condition, a few places where worn have been mended, The Windlass lining

Present Condition of the					
Decks	<i>Main Deck 3 1/2</i>	<i>New</i>	Treenails	<i>Rivets</i>	<i>Good</i>
Waterways	<i>Yellow Pine</i>	<i>Good</i>	Breasthooks and Stenson		<i>do</i>
Comings		<i>do</i>	Transoms, Pointers, and Crutches		<i>do</i>
Upper Deck Beams & Fastenings		<i>do</i>	Timbers of the Frame at the openings		<i>do</i>
Lower Deck Beams & Fastenings		<i>do</i>	Ditto Ditto at other places		<i>do</i>
Plank sheers		<i>do</i>	Keelsons		<i>do</i>
Sheerstrakes	<i>Plating</i>		Clamps and Shelves		<i>do</i>
Oppsides	<i>do</i>		Ceiling		<i>do</i>
Rules	<i>do</i>		Rudder		<i>do</i>
Bottom (Bottom) and Counter	<i>do</i>		Copper Plating	When put on	<i>New</i>
Engine Room Skylights	<i>Good</i>		Caulking of		
General Observations, Opinion as to Class, &c.			Bottom, Deck, & Waterways		<i>Good</i>
			Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers <i>Good</i>
			Cargo and Main Hatchways	<i>Good</i>	Hatches <i>Good</i>

She is now in an efficient state of repair fit for the safe conveyance of dry & perishable cargoes to and from all parts of the world and in our opinion entitled to remain as classed and marked SS No 3-1875.

Lenthouse Martindale

Amount of Entry Fee £ 3 : .. : received by me, } *4/11/75*

Special £ 6 : 6 : 0 } 2/3/1875

Certificate (if required) £ : : }

Expenses, if any, £

Committee's Minute *5th March 1875*

Character assigned *95 A1*

S.S. (No 3-75)
(N.D.K. 75)

Thomas Congdon

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

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Lloyd's Register Foundation

IRON460-0266

14003 Iron

was stripped and the Chain Cables ranged on Deck
and examined the last Special Survey held in the
Tyne August 1870 as per Report No 11220.

The Main Deck has now been renewed with $3\frac{1}{2}$ ($3\frac{1}{2}$) Yellow
Pine, and most of the ceiling is new of Pine.

9 New Reversed Bars on both sides in the Coal Bunkers,
and the inside painted & coated.

The bottom scraped outside and Painted & coated

Leahouse Martindale

Thos Congdon



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