

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** 417 on the **Ship S. S. Jewethick** Survey held at **London** Date, first Survey **20th April** Last Survey **29th April 1875** Master **G. Carr**

TONNAGE under Tonnage Deck **164** Built at **Newcastle** When built **1866-2nd**

Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage **164** Owners **J. Fenwick & Son** Port belonging to **Newcastle**

Crew Space, as per Rule
Register Tonnage, out on Beam
Engine Room
Reg. Tons as St^rmer, cut on Bm. **599** Residence
By whom built **Palmer** Destined Voyage
If Surveyed Afloat or in Dry Dock **By Hook**

Length of Poop **2** ft. Ditto, Forecastle **2** ft. Ditto, Raised Quarter Deck **56** ft. Years assigned. **10-73** Character in Register Book. **S. S. No. 3-75**

Last Survey, No. **11994** Port **London** Classed **A1**

REPAIRS, OR EXAMINATION AS PER RULE

At the present time the vessel placed on the pontoon, and bottom examined and found in good condition. Several holes drilled in outside plating from bottom upwards, and plating found very little reduced in thickness. Manhole doors taken off ballast tanks, and one stroke of Ceiling lifted at bilge. The cement tested and found adhering firmly to the iron; the asphalt in fore peak being loose in some places has been chipped off where necessary and repaired with cement. All frames, ribs, stringers, rivets, inner surface of plating &c in fore peak and abaft engine room exposed and oxidation beaten off the same. Windlass unhung, and wood lining stripped, and found good and efficient. Chain cables (2 1/2 fathoms in all) ranged on deck and examined. Top of stem straightened **PTO**

Present Condition of the

Decks	Good	Freeboards	Rivets	Good	Windlass and Capstan
Waterways	"	Breasthooks and Stemson	"	"	Pumps
Comings	"	Transoms, Pointers, and Crutches	"	"	Boats
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	"	Masts, Yards, &c.
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	"	Condition, how ascertained
Planksheers Plating	"	Keelsons	"	"	Sails
Sheerstrakes	"	Clamps and Shelves	"	"	Anchors No. of 3 Brs / 1 1/2 Hds
Topsides	"	Ceiling	"	"	Cables
Wales	"	Rudder	"	"	Hawsers and Warps
Plank (Bottom) and Counter	"	Copper Paint When put on Now	"	"	Standing & Running Rigging
Engine Room Skylights Good	Coal Bunker, Openings, Lids, &c. Good	Caulking of	Good	Good	Cargo and Main Hatchways Good
General Observations, Opinion as to Class, &c.		Bottom, Deck, & Waterways	Good	Good	Hatches Good

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 and in our opinion eligible to remain as classed and marked S. S. No. 3 1873 (May 1875)

The Amount of Entry Fee ... £ 5 : 5 :
Special ... £ 5 : 5 :
Certificate (if required) ... £

received by me, **James Bain**
7.5.1875

James Bain

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

(Travelling Expenses, if any, £)

Committee's Minute **11th May** 1875

Character assigned **S. S. No. 3-75**

14379 Iron

In May 1873 - Report No. this vessel received new boilers and at that time bunkers were cleared, and oxidation beaten off all frames, plating, floor plates &c in anticipation of the survey, in engine room and stokehole.

In October of the same year Report No. owing to damage received she underwent extensive repairs and was surveyed between collision bulkhead and bulkhead on forward end of engine room according to the requirements of the Rule S.S. No. 3 for Iron vessels.
Reports attached.

Leithouse Martindale
James Bain



© 2019

Lloyd's Register
Foundation