

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. No. 12140 Survey held at South Shields Date, first Survey 5<sup>th</sup> Feb Last Survey 10<sup>th</sup> March 1876.

213 on the S. S. "Phetis" Master Mileson

TONNAGE under Tonnage Deck  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop  
Ditto of Raised Or.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage 830  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as Stmer, cut on Bm. 532

Built at Sunderland When built 1866  
Owners J. & I. Watt. Port belonging to North Shields  
Residence 72<sup>nd</sup> Street, North Shields  
By whom built Pile Destined Voyage Antwerp  
Surveyed Afloat or in Dry Dock Wilson & Blain's dry dock

Length of Poop 96 ft. Ditto, Forecastle 28 ft. Ditto, Raised Quarter Deck 1 ft. Years assigned. 20 Character in Register Book. 8.45.

Last Survey, No. 114907 Port Iron

REPAIRS, OR EXAMINATION AS PER RULE Damage rep<sup>d</sup> and S.S. N<sup>o</sup> 3. 5.5.512.212.2-41.

Hold cleared, all close ceiling removed coal bunkers cleared, and the inner surface of the plating, floors, frames &c exposed, the plating drilled in various places, and all the requirements of the Rules Survey N<sup>o</sup> 3 attended to.

One length of keel in way of the main hold amidships taken out straightened, and refitted; three garboard plates refitted; five bottom plates renewed, and seven other plates straightened and refitted; six new floor plates fitted, thirteen floor plates scarphed, and otherwise repaired; twenty six new butt straps fitted to the floors; fourteen broken frames taken out, properly shifted, and strapped, also twenty two reverse bars shifted, and strapped; a great many new cup pieces fitted; about 140 feet in length of middle line keelson plate and angle bars removed, over.

Present Condition of the	Good	Transoms	Rivets	Good	Windlass and Capstan	Good
Decks						
Waterways	do	Breasthooks and Stemson		do	Pumps	do
Comings	do	Transoms, Pointers, and Crutches		do	Boats	do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings		do	Masts, Yards, &c.	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places		do	Condition, how ascertained	by examination
Planksheers	do	Keelsons		do	Sails	Good
Sheerstrakes	do	Clamps and Shelves		do	Anchors No. of	} Complete
Topsides	do	Ceiling		do	Cables	
Wales	do	Rudder		do	Hawsers and Warps	} Good
Plank (Bottom) and Counter	do	Copper paint When put on	now		Standing & Running Rigging	
		Caulking of				
		Bottom, Deck, & Waterways		Good		

Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo and Main Hatchways Good Hatches Good

General Observations, Opinion as to Class, &c. This vessel has undergone the repairs described above, all the requirements of the Rules Survey N<sup>o</sup> 3 have been fully carried out, She is now in Good and Efficient condition, and in our opinion eligible to remain as Classed, and marked S. S. N<sup>o</sup> 3. 1876.

The Amount of Entry Fee ... £ 2 : : : received by me, J. Young, W. Moverly, Geo. J. Cooper  
Special ... £ 4 : 4 : : 10<sup>th</sup> April 1876  
Certificate (required) ... £ 5 : 5 : :  
(Travelling Expenses, if any, £ )

Committee's Minute 4<sup>th</sup> April 1876

Character assigned 80A

DN S. S. N<sup>o</sup> 3-76 Dep 76





1605 PL

Straightened and refitted; new butt straps to middle line keelson; in the main hold two bilge keelsons on each side refitted the cement cut out and the vessel recemented at this port, one beam renewed, twelve hold stanchions repaired; part of poop rail and stanchions on port side repaired; all the ironwork in holds, coal bunkers, and peaks, thoroughly chipped, cleaned and painted through the cement under the tanks repaired; the plating was found to have suffered no diminution in thickness; Tanks tested and found efficient; top of tanks cleaned, and ceiling refitted; bottom painted;

a butt strap to the Sheerstrake was found broken, and the adjacent butt of the stringer angle iron started, the vessel shewing signs of having strained through grounding, we therefore recommended that the strake of plating immediately below the Sheerstrake be doubled on each side with  $\frac{3}{16}$ " plates for 110 feet amidships; which has now been done.

T. M. Overly. Geo. T. Cooper



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