

REPORT of SURVEY for REPAIRS, &c.

No. 23/10/76

No. in Reg. Book. **No. 12255** Survey held at **Newcastle** Date, first Survey **22nd** Last Survey **24th Sep 1876**

200 on the **S.S. "Pelaw"** Master **N. Faith**

<p>Official Number 694</p> <p>TONNAGE under Tonnage Deck</p> <p>Ditto of Spar Deck, or Awning Deck</p> <p>Ditto of Poop</p> <p>Ditto of Raised Qr. Dk.</p> <p>Ditto of Houses on Deck</p> <p>Ditto of Forecastle</p> <p>Gross Tonnage 790</p> <p>Crew Space, as per Rule</p> <p>Register Tonnage, put on Beam</p> <p>Engine Room</p> <p>Reg. Tons as St^rmer, cut on Bm. 593</p>	<p>Built at Sunderland When built 1869 - 10th</p> <p>Owners Commercial S. Co. Port belonging to London</p> <p>Residence 22 Graft St. Helen's, London.</p> <p>By whom built Saing Destined Voyage</p> <p>If Surveyed Afloat or in Dry Dock Pelaw's dry dock</p>
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Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **11.75** Character in Register Book. **95 A 1.**

Last Survey, No. **15837** Port **Iron** Classed **5.5.76. No 1-44**

REPAIRS, OR EXAMINATION AS PER RULE :-

Two lengths of angle iron on top of main keelson have now been cut off and renewed, and a top-plate worked over same, to prevent further damage from taking in cargo; about 15 planks of ceiling in after hold renewed; the rudder gudgeons re-riveted and re-lashed; the vessel's bottom scraped and coated with two coats of black varnish; and the vessel outside also painted.

Cause of Repairs to be clearly stated.

Present Condition of the		
Decks <i>good when sea</i>	Transoms Rivets: <i>good</i>	Windlass and Capstan <i>good</i>
Waterways <i>do</i>	Breasthooks and Stemson <i>do</i>	Pumps <i>do</i>
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>do</i>	Boats <i>do</i>
Upper Deck Beams & Fastenings <i>do</i>	Timbers of the Frame at the openings <i>do</i>	Masts, Yards, &c. <i>do</i>
Lower Deck Beams & Fastenings <i>do</i>	Ditto Ditto at other places <i>do</i>	Condition, how ascertained <i>seen from deck</i>
Planksheers <i>do</i>	Keelsons <i>do</i>	Sails <i>sufficient</i>
Sheerstrakes <i>do</i>	Clamps and Shelves <i>do</i>	Anchors No. of <i>do</i>
Topsides <i>do</i>	Ceiling <i>do</i>	Cables <i>do</i>
Wales <i>do</i>	Rudder <i>do</i>	Hawsers and Warps <i>do</i>
Plank (Bottom) and Counter <i>do</i>	Copper When put on	Standing & Running Rigging <i>do</i>
Engine Room Skylights <i>good</i>	Caulking of 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>		

General Observations, Opinion as to Class, &c.

This vessel seems to be in good and efficient condition, and eligible, in my opinion, to remain as classed.

The Amount of Entry Fee £ **2** : : : received by me, *As Young A. Reed.*

Special £ **1** : : : **21 Oct 1876**

Certificate (if required) £ - : - : -

(Travelling Expenses, if any, £ - : - : -)

Committee's Minute **24th October 1876**

Character assigned **95 A 1**



[S. 900-915/715.]

(The Surveyors are requested not to write on or below the space for Committee's Minute.)