

REPORT of SURVEY for REPAIRS, &c.

(Rec 23/11/96)

No. in Reg. Book. **No. 13379** Survey held at **Newcastle** Date, first Survey **4th** Last Survey **31st Oct 1876**
577 on the **S.S. "Brazilian"** Master **A. McIntosh**
Official Number 22220 TONNAGE under Tonnage Deck **897** Built at **Newcastle** When built **1869** YEAR. MONTH. **6**
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **1315**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. **880**
 Owners **St. Blapham & Co** Port belonging to **Newcastle**
 Residence **Dunessie Newcastle on Tyne**
 By whom built **Mitchell & Co** Destined Voyage
 If Surveyed Afloat or in Dry Dock **Wallsend Slipway**

Length of Poop **ft. 130** Ditto, Forecastle **ft. 8** Ditto, Raised Quarter Deck **ft. 8** Years assigned. **90** Character in Register Book. **A-1**
 Last Survey, No. **12346** Port **Newcastle** Iron **8.74**
 Classed **90 A-1**

REPAIRS, OR EXAMINATION AS PER RULE. **Through having been sunk, and having been in collision. This vessel has now been entirely cleared out in every part including bunkers and chain lockers, and the following repairs, though damage, have been effected, viz: Twelve plates in bottom on both sides renewed, and one refitted; 6 tank shoes and one tank plate forward, with 12 frames and 2 floor plates renewed. On Port bow, 4 shell plates, 7 bulkhead plates, and one upper deck stringer plate renewed, and one beam end scapplied; 7 frames efficiently scapplied, the gunwale bar and gutter waterway bar renewed in way of same; the deck under the winchlass renewed with hardwood; the beams to upper deck set fair, and the pillars refitted; the deck fastenings overhauled and partly renewed, and the upper and main and bridge decks recaulked; the rudder bushed**

Present Condition of the	Good	Parts, good	patent
Decks	Good	Parts, good	Windlass and Capstan good
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 inspection
Planksheers	do	Keelsons do	Sails Sufficient
Sheerstrakes	do	Clamps and Shelves do	Anchors No. of do
Topsides	do	Ceiling do	Cables do
Water	do	Rudder do	Hawsers and Warps do
Plank (Bottom) and Counter	do	Copper - When put on -	Standing & Running Rigging do
Engine Room Skylights	good	Caulking of Bottom, Deck, & Waterways good	

General Observations, Opinion as to Class, &c. **From the above description of the work now done to this vessel, it will be seen that she is eligible in every respect to be marked S.S. No. 3-76; and as the agent of the Owner desired that this be done, we beg to recommend that she be so marked, the vessel being in good and efficient condition and eligible to remain as classed.**

The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, **L. Spring**
 Special ... £ 3 : 3 : 0 **1876**
 Certificate (required) ... £ 0 : 0 : 0
 (Travelling Expenses, if any, £)
 Committee's Minute **24th November 1876**
 Character assigned **90 A-1**
S.S. No. 3-76 Dep 76
W. Moverly
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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 IRON 469-0115

17329, Iron.

and the riveting partly renewed; the windlass repaired; the
cables raised, beaten clean, and tanned; all inside work,
including Engine and boiler stowage and bunkers, inside of tanks
and tunnels, and both peaks thoroughly scaled to the iron
and three coats of paint put on; the cement caulked
and repaired; the tank tested and found tight and
satisfactory; all the cills relaid and caulked; all
the cabins and deck houses gutted and repainted; the
rails and bulwarks set fair and efficiently repaired;
the rigging and sails repaired and partly renewed; the
pumps and sluice valves put in order; the vessel outside
scrubbed, and coated with three coats of paint; a few
lengths of deck plank removed for straightening tieplates
renewed; and the vessel generally put into good and
efficient condition.

R. Reed.

T. Moverly



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