

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *No. 13376* Survey held at *Newcastle* Date, first Survey *11th September* Last Survey *3rd November 1876*

527 on the *S.S.S. "Charles Capper"* Master *J. Walker*

Official Number *50026*
TONNAGE under Tonnage Deck *705.65*
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop
Ditto of Raised Qr. Dk. *48.49*
Ditto of Houses on Deck *6.94*
Ditto of Forecastle
Gross Tonnage *761.08*
Crew Space, as per Rule *38.30*
Register Tonnage, cut on Beam
Engine Room *243.55*
Reg. Tons as St^rmer, cut on Bm. *479.23*
Built at *Newcastle* When built *1864*
Owners *Dixon & Harris* Port belonging to *London*
Residence *81 Gracechurch St. London, E.C.*
By whom built *Palmer* Destined Voyage *London*
If Surveyed Afloat or in Dry Dock *St. Peter's Quay & Palmer's Dock R.*

Length of Poop *55* ft. Ditto, Forecastle *55* ft. Ditto, Raised Quarter Deck *55* ft. Years assigned. *7.75* Character in Register Book. *S5A1*

Last Survey, No. *14774* Port *Iron*

REPAIRS, OR EXAMINATION AS PER RULE

Now done:- The boiler taken out, bunkers cleared, and the frames stringers and plating in the boiler space efficiently chipped scraped and coated from the bilge upwards; the cement under the boiler removed. Eleven middle line intercostal plates, and nine floor plates renewed, and reverse frames fitted on the fore side of floors extending from bilge to bilge. middle line keelson angle iron, and longitudinal athwartship boiler bearers renewed. Several rivets in outside plating under boiler and several keel rivets renewed; also one plate of garboard strake on the Port side amidships. Bottom in boiler space and in way of new plate recemented. New boiler fitted & bunker sides, and the iron casing around boiler space renewed. Raised quarter deck from after shafts forward renewed with yellow pine. New hatches and iron fore & afters fitted. Bottom cleaned and recoated.

Present Condition of the
Decks *Good* Treennails *Good* Rivets *Good* Windlass and Capstan *Good*
Waterways *do* Breasthooks and Stemson *do* Pumps *do*
Comings *do* Transoms, Pointers, and Crutches *do* Boats *Three* *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 *From the deck & inquiry*
Planksheers *do* Keelsons *do* Sails *Sufficient & Good*
Sheerstrakes *do* Clamps and Shells Stringers *do* Anchors No. of *do*
Topsides *do* Ceiling *do* Cables *do*
Wales *do* Rudder *do* Hawsers and Warps *do*
Plank (Bottom) and Counter *do* Copper *When put on* Standing & Running Rigging *do*
Engine Room Skylights *Good* Coal Bunker, Openings, Lids, &c. *Good* Scuppers *Good* Cargo and Main Hatchways *Secure* Hatches *Good*
General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition, and eligible in my opinion to remain as classed *S5A1*.

The Amount of Entry Fee ... £ 2 : : : received by me, *Refusing*
Special ... £ 3 : : : *21st Nov 1876*
Certificate (if required) ... £ - : - :
(Travelling Expenses, if any, £ - : - :)
Committee's Minute *21st November 1876*
Character assigned *S5A1*
Signature *J. H. Cooke*
Surveyor to Lloyd's Register of British and Foreign Shipping.
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