

# REPORT of SURVEY for REPAIRS, &c.

No. 1340 Survey held at *N. Shields* Date, first Survey *27 Nov* Last Survey *10 Dec* 1876  
 on the *Iron S. S. Snaptown Hall* Master *—*  
 Tonnage under Tonnage Deck *804*  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *903*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St' mer, cut on Bm. *562*  
 Built at *Newcastle* When built *1870* 8  
 Owners *Dixon & Harris* Port belonging to *London*  
 Residence *81 Gracechurch St. London*  
 By whom built *Palmer* Destined Voyage *—*  
 Surveyed Afloat or in Dry Dock *Afloat*

Length of Poop *✓* ft. Ditto, Forecastle *34* ft. Ditto, Raised Quarter Deck *50 1/2* ft.  
 Years assigned. Character in Register Book.  
 Classed *90 A 1*  
 10.76

Repairs, OR EXAMINATION AS PER RULE *Damage repairs.* 5.5. Off No 1-74.

One plate renewed on the port bow, one  
 shift of poop waterway renewed of p. pine; five strakes of deck renewed,  
 2 bulwark stanchions renewed, Companion & Skylights repaired,  
 engine room skylight repaired, 2 new scuppers, wheel chains and gear  
 repaired, new rails and bulwarks now fitted from centre of stern to  
 fore end of raised gr deck on the port side, and one new length of  
 rail on the star<sup>a</sup> side, boats davits repaired, one new boat, new  
 misen mast of pitch pine, new misen rigging now fitted, one bulwark  
 plate renewed,

Condition of the	Good	Treenails	Rivets	Good	Windlass and Capstan	Good
Waterways	<i>d</i>	Breasthooks and Stenson	<i>d</i>	<i>d</i>	Pumps	<i>d</i>
Beams	<i>d</i>	Transoms, Pointers, and Crutches	<i>d</i>	<i>d</i>	Boats	<i>d</i>
Upper Deck Beams & Fastenings	<i>d</i>	Timbers of the Frame at the openings	<i>d</i>	<i>d</i>	Masts, Yards, &c.	<i>d</i>
Lower Deck Beams & Fastenings	<i>d</i>	Ditto Ditto at other places	<i>d</i>	<i>d</i>	Condition, how ascertained	<i>by examination</i>
Stanchions	<i>d</i>	Keelsons	<i>d</i>	<i>d</i>	Sails	<i>d</i>
Strakes	<i>d</i>	Clamps and Shelves	<i>d</i>	<i>d</i>	Anchors No. of	<i>Complete</i>
Sides	<i>d</i>	Ceiling	<i>d</i>	<i>d</i>	Cables	<i>Complete</i>
Bottom	<i>d</i>	Rudder	<i>d</i>	<i>d</i>	Hawsers and Warps	<i>d</i>
Bottom (Bottom) and Counter	<i>d</i>	Copper <i>paint</i> When put on <i>✓</i>	<i>d</i>	<i>d</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>d</i>	Caulking of	<i>d</i>	<i>d</i>	Cargo and Main Hatchways	<i>d</i>
Coal Bunker, Openings, Lids, &c.	<i>d</i>	Bottom, Deck, & Waterways	<i>Good</i>	<i>d</i>	Hatches	<i>d</i>
Scuppers	<i>d</i>					

General Observations, Opinion as to Class, &c. *This vessel is now in good and efficient condition, and in my opinion eligible to remain as classed.*

Amount of Entry Fee *2* : : : received by me, *T. Young*  
 Special *1* : : : *20 Dec 1876*  
 Certificate (if required) *2* : : :  
 Committee's Minute *24<sup>th</sup> December 1876*  
 Character assigned *90 A 1*  
*Dep 76*