

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 13444** Survey held at **Newcastle** Date, first Survey, **15th Jan 1877** Last Survey **15th Jan 1877**

253 on the **Bk "Peri"** Master **Hurst**

TONNAGE under Tonnage Deck **890.73** Built at **South Shields** When built **1860** YEAR. MONTH. **12**
 Ditto of Spar Deck or Arming Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk. **18.56** Owners **W. Wright** Port belonging to **Se Shields**
 Ditto of Houses on Deck **22.47** Residence **Devy St, South Shields**
 Ditto of Forecastle
 Gross Tonnage **931.76** By whom built **Readhead** Destined Voyage **Cingapore**
 Crew Space, as per Rule **35.14** If Surveyed Afloat or in Dry Dock **Wallsea & Hepworth and afloat**
 Register Tonnage, cut on Beam **896.62**
 Engine Room
 Reg. Tons as S.M. mer, cut on Bm.

Length of Poop **ft. 212** Ditto, Forecastle **ft. 32.1** Ditto, Raised Quarter Deck **ft. 19.7** Years assigned. **12.70** Character in Register Book. **1**
 Dimensions: **212 x 32.1 x 19.7** Last Survey, No. **13444** Port **South Shields** Classed **1**

REPAIRS, OR EXAMINATION AS PER RULE for **Lengthening B.S.S. No 2.** **5.5.52. No 1.73**

This vessel has now been cut in two and lengthened 21 feet, in accordance with the midship section and copy of Scribner's letter hereto attached, which were forwarded by the Sunderland Surveyors when it was decided that the lengthening should be effected at this Port. The floors and frames, the reverse frames and the plating, the Pulsons, Kal, and stringers, in the new portion are all as shown on section and first entry Report, and the whole have been properly shifted and carried out in accordance with the Rules; a damp plate 10" x 9/16" has been fitted for 3/4" to the vessel's length in the new deck as required; and the mainmast, with its fittings, has been shifted to a position 10 feet further forward.

The opportunity has now been taken to submit the vessel to the Special Survey No 2, to carry out which a large **P. G. O.**

Present Condition of the	Parts:	Good	Windlass and Capstan	Good
Decks in good condition	Trunnels	Good	Pumps Rep'd & do	do
Waterways do	Breasthooks and Stems	do	Boats do	do
Comings do	Transoms, Pointers, and Crutches	do	Masts, Yards, &c. do	do
Upper Deck Beams & Fastenings do	Timbers of the Frame at the openings	do	Condition, how ascertained by inspection	do
Lower Deck Beams & Fastenings do	Ditto Ditto at other places	do	Sails Sufficient	do
Planksheers do	Keelsons	do	Anchors No. of do	do
Sheerstrakes do	Clamps and Shelves	do	Cables do	do
Top-sides do	Ceiling flushed & do	do	Hawsers and Warps do	do
Wales do	Rudder flushed & do	do	Standing & Running Rigging do	do
Plating (Bottom) and Counter do	Copper When put on	do		
Engine Room Skylights	Caulking of Good	Good		
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways	Good		
Scuppers Good				
Cargo and Main Hatchways Good				
Hatches Good				

General Observations, Opinion as to Class, &c. **I am of opinion that this vessel is now in good and efficient condition, capable to remain as classed, and to be marked S.S. Two. No 2-77.**

The Amount of Entry Fee ... £ 2 : : : received by me, **27/Jan 1877**
 Special ... £ 8 : 7 : :
 Certificate (required) ... £ : : :
 (Travelling Expenses, if any, &)
 Committee's Minute **30th January 1877**
 Character assigned **S.S. No 2-77**
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 Herewith return First Entry Report midship section Copy of Scribner's letter 14/1/77

17701 Iron

quantity of the ceiling in each hold has been lifted, and the cement examined and found generally in good condition; the holds, timbers, and air-cores are keels cleaned, and all oxidation removed from the plating and frames, the reverse frames and keelsons and stringers, the beams and the blocks and catches, and both surfaces of the plating, and the whole vessel painted inside and outside; the cement made good where required; the iron work on masts and spars repaired, and the mainmast scraped and painted inside and outside; the Windlass humps stripped and the Windlases found in good condition; the dead-eyes and chain-plates repaired; the rigging unshrouded and the main stay renewed; new catches and jacks and afters to main hatch; nearly all the ceiling in hold renewed; and the vessel generally put into good and efficient condition.

To bring her equipment equal to the requirements for the attached voyage, the undermentioned stores have now been supplied, viz: — 270 fms of steel link chain cable 15 $\frac{1}{2}$ " tested to 47 $\frac{5}{10}$, breaking strain 66 $\frac{5}{10}$ at the Weir I. H. J. Hartness Sept. 6. 12. 76, and one Bower Anchor, weight ex ~~at~~ 25.2.0, tested to 25.3.3.0 at the Weir I. H. J. Hartness Sept. 11. 1. 77.

R. J. Reed.



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