

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 1347** Survey held at **Newcastle** Date, first Survey **2<sup>nd</sup>** Last Survey **8<sup>th</sup> Jan'y** 1877.

**333** on the **S. Steamer "Yimor"** Master **J. Brown**

Official Number **68357** TONNAGE under Tonnage Deck **2076** Built at **Newcastle** When built **1872** YEAR. MONTH. **8**  
 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 **2209** Owners **Nelson, Douglas & Co.** Port belonging to **London**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. **1440** Residence **Quayside Newcastle on Tyne**  
 By whom built **Mitchell** Destined Voyage **Round**  
 Surveyed Afloat or in Dry Dock **Palmer's dock & Afloat**

Length of Poop **✓** ft. Ditto, Forecastle **-** ft. Ditto, Raised Quarter Deck **-** ft. Years assigned. **100 A. 1** Character in Register Book. **4, 76.**  
 Last Survey, No. **16183** Port **Iron** Classed

REPAIRS, OR EXAMINATION AS PER RULE **S. S. No. 1**

The Limbers and ceiling equal to one strake fore and aft on each side, removed, also the man hole covers to tanks, the cement found good and adhering satisfactorily to the iron, all the inside ironwork including holds, peaks & coal bunkers chipped, cleaned & painted, the ceiling removed from the top of water ballast tanks, the iron cleaned & painted. The Tanks were satisfactorily tested in my presence. Bottom cleaned & painted.

Present Condition of the	Good	Framing	Plates	Good	Windlass and Capstan	Good
Decks						
Waterways	<i>d</i>	Breasthooks and Stemson	<i>d</i>		Pumps	<i>d</i>
Comings	<i>d</i>	Transoms, Pointers, and Crutches	<i>d</i>		Boats	<i>d</i>
Upper Deck Beams & Fastenings	<i>d</i>	Timbers of the Frame at the openings	<i>d</i>		Masts, Yards, &c.	<i>d</i>
Lower Deck Beams & Fastenings	<i>d</i>	Ditto Ditto at other places	<i>d</i>		Condition, how ascertained	<i>by examination</i>
Planksheers	<i>d</i>	Keelsons	<i>d</i>		Sails	
Sheerstrakes	<i>d</i>	Clamps and Shelves	<i>d</i>		Anchors No. of	} Complete
Topsides	<i>d</i>	Ceiling	<i>d</i>		Cables	
Wales	<i>d</i>	Rudder	<i>d</i>		Hawsers and Warps	
Plank (Bottom) and Counter	<i>d</i>	Copper <i>paint</i> When put on <i>now</i>			Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Caulking of			Cargo and Main Hatchways	<i>d</i>
Coal Bunker, Openings, Lids, &c.	<i>d</i>	Bottom, Deck, & Waterways	<i>Good</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 has undergone all the requirements of the rules for the special survey. She is eligible to remain as Classed and to be marked S. S. No. 1 Nov 1877.*

The Amount of Entry Fee ... £ - : - : received by me, *Refusing* **T. Moverly**  
 Special ... £ 4 : 4 : *24 Jan'y 1877*  
 Certificate (if required) ... £ - : - :  
 (Travelling Expenses, if any, £ - : - :)  
 Committee's Minute **26<sup>th</sup> January 1877**  
 Character assigned **100 A. 1**  
**S.S. No. 1-77**  
**T.M.**