

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. No. 1346 Survey held at Newcastle Date, first Survey 1st Last Survey 14th Feb 1877

585 on the S. S. Jubilee Master Armstrong

TONNAGE under Tonnage Deck 669
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 790
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St'mer, cut on Bm. 496

Built at Sunderland When built 1867 11
Owners J. Young, Ehlers & Co Port belonging to London
Residence 32 Great St. Helen's, London, E.C.
By whom built Oswald Destined Voyage Lieben
Surveyed Afloat or in Dry Dock Clelands Patent Ship

Length of Poop 30 ft. Ditto, Forecastle 18 ft. Ditto, Raised Quarter Deck 1 ft. Years assigned. Character in Register Book.

Last Survey, No. 11674 Port Iron Classed 85A1 6.72

REPAIRS, OR EXAMINATION AS PER RULE S. S. No. 3. 5.5.512. No 2-73.

Hold cleared, timbers, and all the ceiling and lining throughout the vessel removed, coal bunkers cleared, and the floors, frames, engine & boiler bearers, bulkheads, plating & rivets exposed, the thickness of the deck ascertained, and all the requirements of the rules for the special survey No 3 attended to.

The whole of the ironwork inside, including beams, floors, frames, engine & boiler bearers, plating, and top of water ballast tanks chipped, cleaned & painted, there was no perceptible diminution of the thickness at any of these parts, the cement inside the tanks found good and adhering satisfactorily to the iron, the top of tanks cleaned & painted the ceiling refitted, and the tanks satisfactorily tested; the bottom and topside plating cleaned & painted; the deck renewed in the passage under bridge house on each side, also at the hatchways, and under the steam winches.

Present Condition of the	Good	Treenails	Rivets	Good	Windlass and Capstan	Good
Decks	Good	Breasthooks and Stemson	Good	Good	Pumps	Good
Waterways	Good	Transoms, Pointers, and Crutches	Good	Good	Boats	Good
Comings	Good	Timbers of the Frame at the openings	Good	Good	Masts, Yards, &c.	Good
Upper Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Good	Condition, how ascertained	by examination
Lower Deck Beams & Fastenings	Good	Keelsons	Good	Good	Sails	Good
Planksheers	Good	Clamps and Shells	Good	Good	Anchors No. of	Complete
Sheerstrakes	Good	Ceiling	Good	Good	Cables	Complete
Topsides	Good	Rudder	Good	Good	Hawsers and Warps	Complete
Wales	Good	Copper paint When put on	Good	Good	Standing & Running Rigging	Good
Plank (Bottom) and Counter	Good	Caulking of	Good	Good		
Engine Room Skylights	Good	Bottom, Deck, & Waterways	Good	Good		
Coal Bunker, Openings, Lids, &c.	Good			Good	Cargo and Main Hatchways	Good
Scuppers	Good			Good	Hatches	Good

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 No 3, and she is in our opinion eligible to remain as Classed, and to be marked S. S. No 3, 1877.

The Amount of Entry Fee £ 2 : : : received by me, J. Young, T. Moverly, R. P. Reed.
Special £ 4 : 4 : : 21 Feb 1877
Certificate (if required) £ : 5 : :
Travelling Expenses, if any, £ : : :
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute 23rd February 1877

Character assigned 85A1

S. S. No 3-77. Lloyd's Register

Vertical text on the left margin: Cause of Repairs to be stated. No. 1346 Great St. Helen's, London, E.C.

Vertical text on the right margin: 1870-04760310

17884 Iron

chains ranped, windlass examined, sluice valves repaired,
the ceiling renewed & refitted, hatches now renewed, pumps repaired,
Steam winches repaired & refitted, cement repaired in various places
and the vessel otherwise put into good condition. —

T. Moverly R. J. Reed.



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Foundation