

# 18085 36059

## REPORT of SURVEY for REPAIRS, &c.

(Recd 22.3.77)

No. in Reg. Book. **No.** 178 on the *S. S. "New Pelton"* Survey held at *London* Date, first Survey *3<sup>rd</sup> Dec 76* Last Survey *14<sup>th</sup> March 1877*  
 Master *Thos Partis*

Tonnage under Tonnage Deck <i>617</i> 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 <i>630</i> Crew Space, as per Rule Register Tonnage, cut on Beam Engine Room Reg. Tons as S <sup>r</sup> mer, cut on Bm. <i>488</i>	Built at <i>Newcastle</i> Owners <i>J. V. E. Joicey</i> Port belonging to <i>Newcastle</i> Residence <i>Greenwich &amp; Lon</i> By whom built <i>Palmer</i> If Surveyed Afloat or in Dry Dock <i>Victoria Dock Afloat</i>	YEAR. MONTH. When built <i>1865 4</i> Destined Voyage Character in Register Book Classed <i>S.S. 1.</i> S. S. Lon No. <i>1-75</i>
--	---	--

Length of Poop *488* ft. Ditto, Forecastle *488* ft. Ditto, Raised Quarter Deck *488* ft. Years assigned. *4.75*

Last Survey, No. *14264* Port *Iron*

REPAIRS, OR EXAMINATION AS PER RULE *Damage Repairs.*

*Two broken plates on Port side in way of main rigging taken out and renewed with plates the same size as the original, two frames and one reverse frame renewed extending from gunwale to the upper turn of bilge, and to compensate for the frame not being renewed its entire length added an extra reverse angle, one length of clamp taken out, rolled and replaced, one length of waterway new of Pitch Pine and one length of Rail of American Elm.*

Present Condition of the Decks <i>good</i> Waterways <i>—</i> Comings <i>—</i> Upper Deck Beams & Fastenings <i>—</i> Lower Deck Beams & Fastenings <i>—</i> Planksheers <i>—</i> Sheerstrakes <i>—</i> Topsides <i>—</i> Wales <i>—</i> Plank (Bottom) and Counter <i>not seen</i> Engine Room Skylights <i>good</i> Coal Bunker, Openings, Lids, &c. <i>good</i> Scuppers <i>good</i> Cargo and Main Hatchways <i>good</i> Hatches <i>good</i> General Observations, Opinion as to Class, &c. <i>This vessel where seen is now in good and efficient condition and eligible to remain as classed.</i>	<del>Frames</del> <i>Rivets</i> <i>good</i> Breasthooks and Stems <i>when seen</i> Transoms, Pointers, and Crutches <i>good</i> Timbers of the Frame at the openings <i>—</i> Ditto Ditto at other places <i>—</i> Keelsons <i>—</i> Clamps and Shelves <i>—</i> Ceiling <i>—</i> Rudder <i>—</i> Copper <i>Cupph</i> When put on <i>1865</i> Caulking of Bottom, Deck, & Waterways <i>good</i>	Windlass and Capstan <i>good</i> Pumps <i>—</i> Boats <i>—</i> Masts, Yards, &c. <i>—</i> Condition, how ascertained <i>From Deck</i> Sails <i>—</i> Anchors No. of <i>3 12m 18m 2 Key</i> Cables <i>good</i> Hawsers and Warps <i>and</i> Standing & Running Rigging <i>Sufficient</i>
---	--	--

The Amount of Entry Fee ... £ ... received by me, *J. H. Thos Wm Brasell*  
 24/3/77 Special ... £ 1 : 1 : 2/11/1877  
 Certificate (if required) ... £ ...  
 (Travelling Expenses, if any, £ ... )  
 Committee's Minute *29<sup>th</sup> March 1877*  
 Character assigned *FC 1*

Surveyor to Lloyd's Register of British and Foreign Shipping.

