

1877
REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *No. 12533* Survey held at *Newcastle* Date, first Survey *27 March* Last Survey *6 April* 18 *77*
on the *Paad S. "Baron Osy"* Master *J. Verbiest*
TONNAGE under Tonnage Deck *747* Built at *Newcastle* When built *1875* YEAR. MONTH.
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 *961* Owners *Antwerp S. S. Co* Port belonging to *Antwerp*
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St' mer, cut on Bm. *573* Residence *Antwerp*
By whom built *Mitchell* Destined Voyage *Antwerp*
Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.
Last Survey, No. *14904* Port *Newcastle* Iron Classed *100 A 1*
REPAIRS, OR EXAMINATION AS PER RULE *S. S. No 1* *7.75.*

The *Limbers & Ceiling* equal to one strake all fore and aft on each side removed, the cement found good and adhering satisfactorily to the iron, the inside ironwork throughout the vessel cleaned and painted, the bottom sighted, cleaned and painted; all the requirements of the *No 1* survey attended to.

The owners specially request that she may now be marked *S. S. No 1* as owing to the peculiar nature of the trade, she can only be submitted for survey at irregular intervals.

Present Condition of the					
Decks	<i>Good</i>	<i>Treeails</i>	<i>Piwets</i>	<i>Good</i>	<i>Windlass and Capstan</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>do</i>	<i>do</i>	<i>Good</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	<i>do</i>	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	<i>do</i>	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>	<i>do</i>	<i>do</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	<i>do</i>	<i>do</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>	<i>do</i>	<i>do</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>	<i>do</i>	<i>do</i>
Wales	<i>do</i>	Rudder	<i>do</i>	<i>do</i>	<i>do</i>
Plank (Bottom) and Counter	<i>do</i>	Copper paint When put on <i>new</i>	<i>do</i>	<i>do</i>	<i>do</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>do</i>	<i>do</i>	<i>do</i>
Coal Bunker, Openings, Lids, &c	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	<i>do</i>	<i>do</i>
General Observations, Opinion as to Class, &c.		Scupper	<i>Good</i>	<i>do</i>	<i>do</i>

This vessel is now in good and efficient condition, eligible to remain as classed, and may be marked *S. S. No 1* since 1877.

The Amount of Entry Fee ... £ ... received by me, *Young & Mowbray*
Special ... £ 3 : 3 : 149th 1877
Certificate (if required) ... £ : 5 :
(Travelling Expenses, if any, £ ...)
Committee's Minute *17th April* 18 *77*
Character assigned *100 A 1*
DR L S No 1-77
Surveyor to Lloyd's Register of British and Foreign Shipping.
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