

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 13583** Survey held at *Newcastle* Date, first Survey, *10th April* Last Survey *3rd May* 1877.

188 on the *Iron S. S. "Knapton Hall"* Master *W. S. S. S. S.*

Official Number *3658*
 Tonnage under Tonnage Deck *804*
 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 *903*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm. *562*
 Built at *Newcastle* When built *1870* 8
 Owners *Dixon, 46th Port* belonging to *London*
 Residence *81, Gracechurch St. London*
 By whom built *Palmer* Destined Voyage
 & Surveyed Afloat or in Dry Dock *Palmer's dock and Afloat*

Length of Poop *✓* ft. Ditto, Forecastle *34tm* ft. Ditto, Raised Quarter Deck *50tm* ft. Years assigned. *90* Character in Register Book. *12.76*
 Last Survey, No. *14521* Port *Newcastle* Iron

REPAIRS, OR EXAMINATION AS PER RULE *Repairs.* 5.5. Off. No. 1-74.

The boilers removed, and the engine and boiler bearers, with the floor, frames and middle line keelson in way of the same chipped, cleaned, examined, and repainted; The oxidation removed from the frames and plates in the engine & boiler space, and the ironwork repainted; One shell plate cut out, and renewed on the port side; New boiler seating now fitted; Rudder unshipped, pintles rebushed, and steering gear overhauled; The bottom sighted, cleaned and painted. new boilers fitted; and the deck in way of boiler hatch relaid and recaulked.

Present Condition of the					
Decks	<i>Good</i>	Freeboards	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Pumps	<i>do</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Boats	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>	Condition, how ascertained	<i>by examination</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	Sails	<i>Good</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchors No. of	<i>3 Complete</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>	Cables	<i>3</i>
Wales	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	<i>3</i>
Blank (Bottom) and Counter	<i>do</i>	Copper paint When put on	<i>new</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Caulking of		Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>

General Observations, Opinion as to Class, &c.

This vessel is now in Good, and efficient condition, and eligible to remain as classed.

The Amount of Entry Fee ... £ 2 : : : received by me, *Young T. M. Overby*
 May *11* Special ... £ 2 : 2 : : 20th 1877
 Certificate (if required) ... £ - : - : -
 (Travelling Expenses, if any, £ - : - : -)

Committee's Minute 29th May, 1877.

Character assigned *90*
TRH *Lloyd's*

The Surveyors are requested not to write on or below the space for Committee's Minute.



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