

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *No. 1377* Survey held at *North Shields* Date, first Survey *1st* and Last Survey *15th November 1877*

467 on the *Iron S.S. "John W. Scott"* Master *G. S. McIntyre*

Official Number *70216*
 TONNAGE under Tonnage Deck *734*
 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 *906*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. *5-75*
 Built at *North Shields* When built *1874 - 2*
 Owners *J. W. Scott* Port belonging to *Newcastle*
 Residence *Quayside, Newcastle on Tyne*
 By whom built *Smith* Destined Voyage
 If Surveyed Afloat or in Dry Dock *Smith's Dock Afloat*
 Length of *Bridge House* *43* ft. Ditto, Forecastle *23* ft. Ditto, Raised Quarter Deck *71* ft. Years assigned. *90A1*
 Last Survey, No. *13418* Port *Newcastle Iron* Character in Register Book. *12,76.*

REPAIRS, OR EXAMINATION AS PER RULE

Now done :- The ceiling upon the fore hold tank removed. A large number of rivets in the tank top renewed; the tank top recaulked. the angle iron across the fore end of the tank renewed. The tank tested and found satisfactory. Tank top scraped and recoated. Ceiling relaid, parts renewed. A few rivets in the rudder renewed. Bottom scraped and recoated. The Owner's representative requests that the present examination of the tank may obviate the necessity of removing the ceiling for the S.S. No 1 due next year.

Present Condition of the					
Decks	<i>Good.</i>	<i>Freeboard Rivets</i>	<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>from the deck</i>	<i>Good.</i>
Planksheers	<i>do.</i>	Keelsons	<i>do.</i>	Sails	<i>Sufficient & Good.</i>
Sheerstrakes	<i>do.</i>	Clamps and Shetls <i>Stringers</i>	<i>do.</i>	Anchors No. of	<i>do.</i>
Topsides	<i>do.</i>	Ceiling	<i>do.</i>	Cables	<i>do.</i>
Wales	<i>do.</i>	Rudder	<i>do.</i>	Hawsers and Warps	<i>do.</i>
Plank (Bottom) and Counter	<i>do.</i>	Copper <i>When put on</i>	<i>do.</i>	Standing & Running Rigging	<i>do.</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>do.</i>		
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good where tried</i>		
Scuppers	<i>Good</i>				
Cargo and Main Hatchways	<i>Secure</i>				
Hatches	<i>Good</i>				

General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition and eligible in my opinion to remain as classed.

The Amount of Entry Fee£ - : - : received by me, *As per*

Special£ 2 : 2 : - *4 Dec 1877*

Certificate (if required)£ - : - : -

(Travelling Expenses, if any, £ - : - :)

Committee's Minute

7th December, 1877.

Character assigned

90A1

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



© 2019

Lloyd's Register Foundation

IRON475-0036