

20995
REPORT of SURVEY for REPAIRS, &c.

No. 12971 Survey held at Newcastle Date, first Survey 12th Feby Last Survey 3rd May 1878.
Reg. Book. on the Iron S.S. "New Pelton" Master W.B. London

Official Number 51267
TONNAGE under Tonnage Deck 759.33
Ditto of Spar Deck, or Loading Deck
Ditto of Poop
Ditto of Raised Qr. Dk. 15.14
Ditto of Houses on Deck 6.75
Ditto of Foremast Excess of 39.50
Gross Tonnage 821.02
Crew Space, as per Rule 32.96
Register Tonnage, out on Beam
Engine Room 262.73
Reg. Tons as S.S. mer, cut on Bm. 525.33
Built at Newcastle When built 1865 - 4
Owners J. Fenwick & Son Port belonging to London
Residence 59 Gracechurch St. London E.C.
By whom built Palmer Destined Voyage
If Surveyed Afloat or in Dry Dock Palmer's Slip and Afloat

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck 18 1/2 ft. Years assigned. Character in Register Book. A1
Last Survey, No. 78085 Port Iron Classed 3.77

REPAIRS, OR EXAMINATION AS PER RULE S.S. No 3 & Lengthened. S.S. Lon No 1-75

This vessel placed on the Patent Slip; the whole of the ceiling removed the holds cleared; the Engines & boiler taken out and the L & B. space cleared; the wood deck from the break of the raised quarter deck removed; the wood waterways removed and chipped bright; and the Windlass unhung partially stripped and examined; The cement examined and renewed where necessary, & the vessel efficiently cleaned both inside and outside by chipping and scraping.

She has been lengthened 30 feet amidships, the scuttlings in the new part being in accordance with the approved sketch of midship section and longitudinal plan hereto attached. The keel being 7 x 2 3/4, Frames - 4 x 3 x 7/16, Floors 18 x 8 x 1/2, Reverse frames 2 1/2 x 2 1/2 x 1/2, Centre line intercostal keelson 8 x 1/2 thick. Centre and other transverse girders made continuous through the new part. Deck beams 7 x 7/16 & double angle iron 2 1/2 x 2 1/2 x 5/16 fitted to P.T.O.

Present Condition of the		Treeneils Rivets		Windlass and Capstan	
Decks	Iron new main Good.	Breasthooks and Stenson	Good.	Pumps	Repl & new gear fitted do.
Waterways	do.	Transoms, Pointers, and Crutches	do.	Boats	Three do.
Comings	new do.	Timbers of the Frame at the openings	do.	Masts, Yards, &c.	do.
Upper Deck Beams & Fastenings	do.	Ditto Ditto at other places	do.	Condition, how ascertained	By inspection & inquiry
Lower Deck Beams & Fastenings	do.	Keelsons	do.	Sails	Sufficient.
Plank sheers	do.	Clamps and Shells Stringers	do.	Anchors	No. of 3 B. 1 S. 2 R. } All new
Sheerstrakes	do.	Ceiling	do.	Cables	Complete
Topsides	do.	Rudder	do.	Hawsers and Warps	Sufficient.
Wales	do.	Copper	When put on	Standing & Running Rigging	Good.
Plank (Bottom) and Counter	do.	Caulking of		Cargo and Main Hatchways	Secure Hatches Good.
Engine Room Skylights	Good.	Bottom, Deck, & Waterways	Good where tried		
Coal Bunker, Openings, Lids, &c.	Good				
Scuppers	Good				

General Observations, Opinion as to Class, &c. This vessel having been efficiently lengthened and strengthened, and the Rules for Special Survey complied with, and being in good condition, we are of opinion she is eligible to be classed SOA1 and marked in the Register Book S.S. Two No 3-75.

The Amount of Entry Fee ... £ 2 : : : received by me, J. H. Cooke. J. H. Moverby
Special ... £ 10 : 10 : : 17 May 1878
Certificate (required) ... £ : : 5 : :
(Travelling Expenses, if any, £)

Committee's Minute 24th, May. 1878.

Character assigned SOA1
Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel has been lengthened in accordance with the Committee's requirements and appears well adapted to be classed as recommended.
-vz SOA1 and marked in the Register Book "S.S. Two No 3-75"
South Bottom 16 1/2 ft. Iron deck 23 1/2 ft.

20995 Iron.

alternate frames, hold beams $7 \times 7 \frac{1}{16}$ double angle iron $2 \frac{1}{2} \times 2 \frac{1}{2} \times 5 \frac{1}{16}$ fitted to the 2nd and 4th frames alternately. Deck beam stringer plate $21 \times 7 \frac{1}{16}$. Hold beam stringer plate $32 \times 7 \frac{1}{16}$ connected to the outside plating in the new part with angle iron $3 \frac{1}{2} \times 3 \frac{1}{2} \times 7 \frac{1}{16}$, and before and abaft the lengthened part for $\frac{1}{2}$ the vessel's length amidships the stringer plate is increased 7" in breadth and is attached to the outside plating with angle iron $7 \times 3 \times 7 \frac{1}{16}$. The angle iron stringers $4 \frac{1}{2} \times 3 \frac{1}{2} \times 7 \frac{1}{16}$ and the clamp plate $18 \times 7 \frac{1}{16}$ inside the frames are continued through the new part. Plating: Garboard $9 \frac{1}{16}$, Garboard to bilge $8 \frac{1}{16}$, bilge to sheerstrake $7 \frac{1}{2} \times 8 \frac{1}{16}$ sheerstrake $8 \frac{1}{16}$ thick. The sheerstrake is doubled for $\frac{3}{4}$ the length amidships, and one strake at the bilge for $\frac{1}{2}$ the length amidships the doubling plates $8 \frac{1}{16}$ thick. An Iron deck has been fitted from the raised quarter forward $1 \frac{1}{16}$ in thickness. The wood waterway in way of new part of Red Pine, and the angle iron inside the waterway $4 \times 3 \frac{1}{2} \times 5 \frac{1}{8}$ and other scantlings as per plans approved. The bottom in the lengthened part cemented with Dags cement. Thirty two plates renewed before & abaft the new part in different parts of the bilge and bottom, ten on the starb^d side and twenty-two on the port side. A few butt straps fitted each side. The rivets in the boss, and several in the keel and propeller post renewed. The angle irons on sixteen hold beams part renewed. Two stringer plates each side in the Engine & boiler space renewed and new engine & boiler seatings fitted. Four plates of the tank top renewed. The tanks ($16 \frac{1}{2}$ feet in length) tested and found satisfactory. One shift of waterway on the starb^d side renewed with Red Pine. The windlass bitts fitted into iron sockets, the windlass refitted and all made good there. Rudder unhung and with the gear repaired and refitted. Hatch covers & Forecastle Companion renewed with Iron. Stices to bulkheads, pumps and deck fittings overhauled, repaired where necessary and refitted. Hatches solid all new. Vessel coated inside & outside. The ceiling relaid and parts renewed.

How Supplied

240 fathoms Steel wire Cable $1 \frac{1}{16}$ Test $3 \frac{1}{8}$ Breaking strain $55 \frac{1}{2}$

L. P. & L. W. R. Burrell Supr. 30.3.78

Stream chain 60 fathoms $\frac{15}{16}$ Test $15 \frac{8}{10}$ Breaking strain $23 \frac{7}{10}$

L. P. & L. W. R. Burrell Supr. 28.3.78

1 Bower weight ex Stock	18.0.0	Test 19 tons	} L. P. & L. W. R. Burrell Supr. 8.4.78.
1 " " " "	18.0.7	" 19.2.0.21	
1 " " " "	16.0.20	" 17.11.3.14	
1 Stream weight with Stock	8.0.0	" 8 1/2 tons	} L. P. & L. W. R. Burrell Supr. 8.4.78.
1 Kedge	4.0.11	" 5.14.1.14	
1 Kedge	2.0.14	" 4.4.1.14	

Registered dimensions Length. Breadth. Depth. $211 \times 28 \times 17.15$