

REPORT of SURVEY for REPAIRS, &c.

No. 86

No. in Reg. Book. 313 Survey held at Malmo Swed Date, first Survey 21st Sept Last Survey 28th Sept 1878

on the danish S.S. "Nordstjernen" Master N. Jensen
 TONNAGE under Tonnage Deck 1208 tons
 Ditto of Spar Deck, or Afting Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 1262 tons
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm. 795
 Built at Sunderland When built 1873 stern
 Owners Steam Com. Norden Port belonging to Copenhagen
 Residence Copenhagen
 By whom built Bartram Destined Voyage Baltic - England
 If Surveyed Afloat or in Dry Dock

Length of Poop 200 ft. Ditto, Forecastle 91 ft. Ditto, Raised Quarter Deck 91 ft. Years assigned. 90 Character in Register Book. A-1

Last Survey, No. 58 Malmo Port Hamburg Swed Classed 90 A-1
28th Sept 78 138

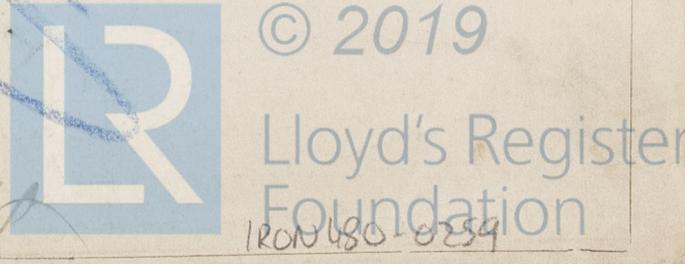
REPAIRS, OR EXAMINATION AS PER RULE The "Nordstjernen" when in port in the
port of Constantinople came in collision with another steamer and had some
damage on stem and nearest plating thereto. She had on the spot a temporary
repair and went with that on to England and came next on to Copenhagen.
She was immediately taken over to the patent slip at Malmo (Sweden) her
proper stages and shores brought on and extent of damage ascertained and
necessary repairs pointed out on my personal survey viz - had to
remove the plating from the stem which was bent over from port to star
side) in the wake of the bend, and as no break in the iron could be observed
was fixed only by the application of a heating, and a pressure, to bring
the stem into its original straightness. Succeeding in so doing, some new
and the old plates was brought on again joining the stem. All
the rivets near her bow were tested, her double bottom overhauled
Propeller and shaft bearings, looked to while Engine & Boilers also went through
Observation. 3 Coats of paint laid on whole hull. ect ect
 Present Condition of the

Decks	Treenails	Windlass and Capstan	<u>good</u>
Waterways	Breasthooks and Stemson	Pumps	<u>good</u>
Comings	Transoms, Pointers, and Crutches	Boats	
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.	<u>good</u>
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Condition, how ascertained	
Planksheers	Keelsons	Sails	<u>sufficient & good</u>
Sheerstrakes	Clamps and Shelves	Anchors	<u>No. of 30 fms & Steam & Ketch</u>
Topsides	Ceiling	Cables	<u>285 fms 1 1/2 inch</u>
Wales	Rudder	Hawsers and Warps	<u>good & suffice</u>
Plank (Bottom) and Counter	Copper	Standing & Running Rigging	<u>good</u>
Engine Room Skylights	Caulking of		
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways		
Scuppers		Cargo and Main Hatchways	<u>good</u>
Hatches			<u>good</u>

General Observations, Opinion as to Class, &c. after aforesaid repairs, and the equipment
a inventory being in a complete state, the "Nordstjernen" steamer
is in my opinion fit to carry dry & perishable goods to & from
any parts of the world, and recommendable for continuation
of her present career in Lloyd's Book viz 90 A-1.
and that a Certificate to that effect may be granted & sent over

The Amount of Entry Fee £ 3 : 0 : 0 received by me, H. J. Lodring
Special £ 2 : 2 : 0 28th Sept 1878
 Certificate (if required) £ 0 : 5 : 0
 (Travelling Expenses, if any, £ 1. 10. 0) 5-7-0

Committee's Minute 1st October, 1878
 Character assigned 90 A-1
TRW D.M. J.



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