

Iron 23070
REPORT of SURVEY for REPAIRS, &c.

No. *1427*

No. in
Reg. Book.

Survey held at *Newcastle*

Date, first Survey *20th February* Last Survey *7th March* 18 *79*

1104 on the *Sw. Sr. "Stelling"*

Master *H. Johnson* *Feb 20*

YEAR. MONTH. *28*
March 14
67

Official Number *73780*
TONNAGE under Tonnage Deck *773*
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 *489*
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St' mer, cut on Bm. *565*

Built at *Newcastle* When built *1876*
Owners *J. Fenwick & S.* Port belonging to *London*
Residence *57, Gracechurch Street, London, E.C.*
By whom built *Palmer* Destined Voyage
If Surveyed Afloat or in Dry Dock *On Cleland's Slipway.*

Length of Poop _____ ft. Ditto, Forecastle _____ ft. Ditto, Raised Quarter Deck _____ ft. Years assigned. Character in Register Book.

Last Survey, No. *21838* *Iron* *Port Newcastle* *Classed* *90 A.1.*
14095 *9.76.*

REPAIRS, OR EXAMINATION AS PER RULE *Damage repairs due to collision. Logo MC 8.76*

On the port side in way of the Engine Room, one plate of the sheerstrake, two plates of the first strake below the sheerstrake and one plate of the second strake below the sheerstrake have been replaced by new; two fractured frames have been efficiently stripped; one bulwark plate and one length of bulwark rail have been replaced by new.

Cause of Repairs to be clearly stated.

Present Condition of the

Decks <i>good</i>	<i>Iron</i> rivets <i>good</i>	Windlass and Capstan <i>good</i>
Waterways <i>g^o</i>	Breasthooks and Stemson <i>g^o</i>	Pumps <i>g^o</i>
Comings <i>g^o</i>	Transoms, Pointers, and Crutches <i>g^o</i>	Boats <i>g^o</i>
Upper Deck Beams & Fastenings <i>g^o</i>	Timbers of the Frame at the openings <i>g^o</i>	Masts, Yards, &c. <i>g^o</i>
Lower Deck Beams & Fastenings <i>g^o</i>	Ditto Ditto at other places <i>g^o</i>	Condition, how ascertained <i>ex^d from the Deck</i>
Planksheers <i>g^o</i>	Keelsons <i>g^o</i>	Sails <i>sufficient & good</i>
Sheerstrakes <i>g^o</i>	Clamps and Shelves <i>g^o</i>	Anchors No. of <i>g^o g^o</i>
Topsides <i>g^o</i>	Ceiling <i>g^o</i>	Cables <i>g^o g^o</i>
Wales <i>g^o</i>	Rudder <i>g^o</i>	Hawsers and Warps <i>g^o g^o</i>
Plank (Bottom) and Counter <i>g^o</i>	Copper When put on	Standing & Running Rigging <i>g^o</i>
	Caulking of	
	Bottom, Deck, & Waterways <i>good</i>	
Engine Room Skylights <i>good</i>	Coal Bunker, Openings, Lids, &c. <i>good</i>	Scuppers <i>good</i>
		Cargo and Main Hatchways <i>good</i>
		Hatches <i>good</i>

General Observations, Opinion as to Class, &c.

The bottom of this vessel has been seen and painted.
This vessel is in good and efficient condition and eligible to remain as classed.

The Amount of Entry Fee *£ 2 : : :* received by me, *J. H. Truscott*

Damage Survey Special *£ 2 : 2 : 25 Feb 1879*

Certificate (if required) *£ - : - : -*

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

Committee's Minute

28th March 1879.

Character assigned

90 A.1
MC 8.76



© 2019

Lloyd's Register
Foundation

IRON483-0380-1