

REPORT of SURVEY for REPAIRS, &c.

No. *1427* Survey held at *Newcastle* Date, first Survey *27th* and Last Survey *25th January 1879.*

Reg. Book. Supplement on the *Iron S.S. "Joë"* Master *E. Morgan* *Jan* *21* *23* *25*

TONNAGE under Tonnage Deck *1411* Built at *Whitby* When built *1878* - *6*

Ditto of Spar Deck, or Arming Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *1509*
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St' mer, cut on Bm. *976*

Owners *Turner Brightman & Co* Port belonging to *London*
Residence *15, Great St. Helen's, London, E.C.*
By whom built *Turnbull* Destined Voyage
If Surveyed Afloat or in Dry Dock *Leslie's Dry Dock*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100A1* Character in Register Book. *278*

Last Survey, No. *21476* Port *Iron* Classed

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

This vessel sustained damage to her bows by collision in the Bosphorus. The stem and several plates were renewed there, and on the homeward passage it was found that she leaked in the way of the new work. The following was done:- The greater portion of the rivets in the seams and butts of the foremost plates in the sheerstrake and seven strakes below each side taken out, the holes rinded where necessary, countersunk, and the rivets renewed. The whole of the rivets in the four foremost frames each side from C. strake upwards renewed. Four tap rivets fitted in the after end of the garboard strake each side. The gunwale angle iron caulked in places. The bottom cleaned and recoated.

Present Condition of the

Decks	<i>Good.</i>	Treenails Rivets	<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 & inquiry</i>	
Planksheers	<i>do.</i>	Keelsons	<i>do.</i>	Sails	<i>Sufficient & Good</i>
Sheerstrakes	<i>do.</i>	Clamps and Shells Stringers	<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>✓</i> When put on <i>✓</i>		Standing & Running Rigging	<i>do.</i>
		Caulking of			
Engine Room Skylights	<i>Good.</i>	Bottom, Deck, & Waterways	<i>Good where tried</i>		
Coal Bunker, Openings, Lids, &c.	<i>Good.</i>	Scuppers	<i>Good.</i>	Cargo and Main Hatchways	<i>Secure</i>
General Observations, Opinion as to Class, &c.				Hatches	<i>Good.</i>

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

The Amount of Entry Fee *£ 1 : 1 : 0* received by me, *T. Young*

Special *£ 2 : 2 : 0* 26 March 1879

Certificate (if required) *£ 2 : 2 : 0*

(Travelling Expenses, if any, £)

Committee's Minute 28th March, 1879.

Character assigned

100A1

T.B.W. 20th 79

J. H. Cooke.

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



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IRON483-0388