

REPORT of SURVEY for REPAIRS, &c.

24849
Recd 27/10/79

No. in Reg. Book. *217* on the *SS. Peer of the Realm* Survey held at *Newcastle* Date, first Survey *3rd and* Last Survey *26th September 1879* Master *M. Nicholson* Sep

Official Number *7957*
 Tonnage under Tonnage Deck *1745*
 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 *1813*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm. *1182*
 Length of Poop *1* ft. Ditto, Forecastle *1* ft. Ditto, Raised Quarter Deck *1* ft. Years assigned. *7.78.* Character in Register Book. *900.1.*

Built at *Sunderland* When built *1876* 2
 Owners *J. Day & Co.* Port belonging to *Newcastle*
 Residence *Tyne Street, North Shields*
 By whom built *Doxford* Destined Voyage *Genoa*
 If Surveyed Afloat or in Dry Dock *Palmer's Dock & Afloat*

Last Survey, No. *2152M* Port *Iron*
 REPAIRS, OR EXAMINATION AS PER RULE *S.S. No. 1.* *Lloyd's Mb. 5.78.*

All holds entirely cleared, and ceiling lifted as per Rule, and all lifted from the after hold ballast tank; the tank covers removed, the tanks inside, including frames, floors, and cement, all examined, all oxidation removed by scraping and clipping from all the iron work inside, and the same coated with 2 coats of red lead; the cement made good in one place and found good elsewhere. The tween deck bunkers cleared, scraped, and painted; the ballast tank tested and found tight and satisfactory; a few planks of deck renewed with yellow pine; the bottom ^{and} outside scraped and painted, and the vessel generally put into good and efficient condition.

Present Condition of the Decks	<i>good</i>	Ports	<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>exam from etc</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	Sails	<i>Sufficient</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchors No. of	<i>do</i>
Topsides	<i>do</i>	Ceiling <i>plaid &</i>	<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>	Standing & Running Rigging	<i>do</i>
Engine Room Skylights	<i>good</i>	Caulking of Bottom, Deck, & Waterways	<i>good</i>		

General Observations, Opinion as to Class, &c. *We are of opinion that this vessel is now in good and efficient condition, eligible to remain as classed, and to be marked S.S. No. 1-79.*

The Amount of Entry Fee ... £ - : - : - received by me, *J. Young R. Reed J. H. Truroct.*
 Special ... £ 4 : 4 : - *25 Oct 1879*
 Certificate (if required) ... £ - : - : -
 (Travelling Expenses, if any, £)
 Committee's Minute *28th October, 1879.*
 Character assigned *90*
Lloyds Mb 10.79 *JBR* *S.S. No 1-79*



IRON 488-0325

[14,000-25,078.] (The Surveyors are requested not to write on or below the space for Committee's Minute.)