

REPORT of SURVEY for REPAIRS, &c.

No. 12.343 *2007 11° 12348* 25566 (Received at London Office, 12/2/80)
 No. in Survey held at Sunderland. Date, first Survey 12th Dec Last Survey Jan 9th 1880
 Reg. Book. 113 on the S.S. "John Johnasson." Master J Robison
 TONNAGE under Tonnage Deck 490 Built at Newcastle When built 1870 (see)
 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 528 Owners Gordon and Stamp. Port belonging to London
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. 331. Residence John Street. Sunderland.
 By whom built Mitchell. Destined Voyage London
 If Surveyed Afloat or in Dry Dock Commissioner's Dry Dock and afloat.
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 1. Character in Register Book. Classed
 Last Survey, No. 12116 34 Port Sunderland. (S.S. 116 11.2.1878)
 REPAIRS, ~~an~~ EXAMINATION AS PER RULE Special Survey No. 3- 2/79.
 Cause of Repairs to be clearly stated.

Work done - The vessel placed in dry dock; all close ceiling and battens removed from the holds - so that the rivets and flat of bottom may be thoroughly examined; the coal-lumbers cleared, the whole of the frames, stringers, hooks, floor-plates, keelsons, engine and boiler-bearers, - (the old boiler having been removed and a new one placed on board), ends of beams, watertight bulkheads, rivets and inner surface of plating exposed - the whole of the cement having been removed under the boiler and in one space under the Engines - in other parts of the vessel the cement was firm and hard and adhering satisfactorily to the plating, floors, frames &c. - all oxidation removed by being cut and beaten off the several parts above named, also from the outside plating, rivets, keel, stem, stern-post and rudder. It was not deemed necessary in this case to ascertain the thickness of plating.

Present Condition of the					
Decks	good	Rivets	some new	Windlass and Capstan	good
Waterways		Treenails		Pumps	"
Comings		Breasthooks and Stemson		Boats	3 1/2 "
Upper Deck Beams & Fastenings	Good	Transoms, Pointers, and Crutches		Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	and firm	Timbers of the Frame at the openings		Condition, how ascertained	from Deck
Plank-sheers		Ditto Ditto at other places	Good	Sails	
Sheerstrakes		Keelsons		Anchors No. of	Six good
Topsides		Clamps and Shells		Cables	
Wales		Ceiling		Hawsers and Warps	Sufficient good
Plank (Bottom) and Counter		Rudder		Standing & Running Rigging	"
Engine Room Skylights	good	Copper (or V.M.)	When put on		
Coal Bunker, Openings, Lids, &c.	good	Caulking of			
Scuppers	good	Bottom, Deck, & Waterways	good		
Cargo and Main Hatchways	good				
Hatches	good				

General Observations, Opinion as to Class, &c.
 She is now in good and efficient condition and fit in our opinion to remain as Classed for 1.1. and marked in register (S.S. 116 No. 3. 80.)

The Amount of Entry Fee ... £ 2 : 0 : 0 Received by me, Joseph Keen
 Special ... £ 10 - 10 - 0 11 Feb. 1880.
 Certificate (if required) to be sent as per margin... £ 0 : 0 : 0
 (Travelling Expenses, if any, £ 0)
 Committee's Minute Friday, February, 13th 1880.
 Character assigned 1.1.
S.S. 116 No. 3-80



by drilling. The scantlings of the several parts have been measured and were found generally equal to those originally fitted; excepting under the old boilers where some of the keelson angles and top of double bottom plating had been wasted somewhat but were more than three-fourths the substance required by rule; the vessel is quite efficient and strong at this part owing to the strong longitudinals forming double bottom.

Repairs now done in consequence of wear and tear. Renewed two hundred and twenty-five keel rivets from Stern post forward. The rudder unshipped. The braces and cleats removed refitted and fastened. Renewed about five hundred rivets in the shell plating under the old boilers rendered necessary by reason of the cement having been washed off and the rivet heads having been wasted; a good many new rivets in the double bottoms. Added four angles - one on each side of hold-beam stringers abreast of long hatchways. Repaired some of the bridge decks and caulked same where necessary. Repaired the ports in the bulwarks. Painted the outside of the vessel and also the inside above the bilges, below which the floors, inside of ballast tanks and under engines and boilers have been washed with cement.

The wood Poop waterway ^{below the} scraped bright and repaired where necessary. Cement repaired under Engines and Boilers; each Tank tested by pressure as per Rule and found to be efficient; Main Deck in way of fore end of Bridge St^d side part now and recaulked in places, Hatches repaired.

Joseph Keen.