

REPORT of SURVEY for REPAIRS, &c.

No. 126 Survey held at New York Date, first Survey July 14 Last Survey July 18 1880
 Reg. Book. on the British Steamer "Wheatfield" Master Mumme
 TONNAGE under Tonnage Deck
 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 1963
 Crew Space, as per Rule
 Register Tonnage, cut on Beam 1818
 Engine Room
 Reg. Tons as St' mer, cut on Bm.
 Built at Newcastle When built 1879 5
 Owners Wentings & Pattison Port belonging to London
 Residence
 By whom built Palmer Destined Voyage Manana
 If Surveyed Afloat or in Dry Dock for damage by stress of weather
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.
 Last Survey, No. 24014 Port Newcastle Classed 100 A 1
6^{me} 1879

REPAIRS OR EXAMINATION AS PER RULE

British Steamer "Wheatfield"
 This steamer on her passage from Europe to this Port encountered the late furious gale which swept the Atlantic during her the damage specified in this report.
July 14th visited this vessel, and found Port Life Boat, and Port Coffer damaged. Boat checks broken. Steam Pipes, and coverings partially damaged. Sails damaged. Tarpaulins of No. 2 & 3 hatches badly split, and chafed. found leaks aft along side of Stem Post both sides.

July 16th On further examination found about Twenty (20) rivets in Main Stem Post on lower turn of Arch base. The two truck plates cracked on after end about fifteen (15) inches in length and two rivets loose in Stem Post through the

Present Condition of the

Deck <u>Good</u>	Transoms <u>Good</u>	Windlass and Capstan <u>Good</u>
Waterways <u>Do</u>	Breasthooks and Stemson <u>Good</u>	Pumps <u>Do</u>
Coatings <u>Do</u>	Transoms, Pointers, and Crutches <u>Do</u>	Boats <u>Registe No. made good</u>
Upper Deck Beams & Fastenings <u>Do</u>	Timbers of the Frame at the openings <u>Do</u>	Masts, Yards, &c. <u>Good</u>
Lower Deck Beams & Fastenings <u>Do</u>	Ditto Ditto at other places <u>Do</u>	Condition, how ascertained <u>Examination</u>
Plankboers <u>Do</u>	Keelsons <u>Do</u>	Sails <u>Made good</u>
Sheerstrakes <u>Do</u>	Clamps and Shelves <u>Do</u>	Anchors No. of <u>As required</u>
Topside <u>Do</u>	Ceiling <u>Do</u>	Cables <u>Do</u>
W <u>Do</u>	Rudder <u>Made good</u>	Hawsers and Warps <u>Inspected</u>
Flank (Bottom) and Counter <u>Do</u>	Copper <u>When put on</u>	Standing & Running Rigging <u>Good</u>
Coal Room Skylights <u>Good</u>	Caulking of <u>Good</u>	Cargo and Main Hatchways <u>Good</u>
Coal Bunker, Openings, Lids, &c. <u>Good</u>	Bottom, Deck, & Waterways <u>Good</u>	Hatches <u>Good</u>
Scuppers <u>Good</u>		

General Observations, Opinion as to Class, &c.

All repairs to this ship having been executed to my entire satisfaction I now consider her to be in first class seaworthy condition, and would recommend that she remain as now classed in Register Book as Lloyd's

The Amount of Entry Fee ... £ : : received by me, }
 Special ... £ 4. 0. 0. 187
 Certificate (if required) ... £ 3. 4. 0.
 Travelling Expenses, if any, £ 2. 11. 11

Committee's Minute Tuesday, March, 9th 1880.

Character assigned

100 A 1

James D. Leary
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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26027 \$m

cracked Lark Sheets

The fore Plate back of Purcell
was worn loose by the breaking of the top Bolts

Recommended that the hull rivets be removed, and new
ones put in. Strengthening pieces to be put over the cracked
Lark Plates, and rivets through, and that the fore Plate
back of Purcell be removed, and replaced with new Bolts
and that all other repairs required to restore the ship to
her original condition be executed

Feb'y 18th. On final Survey found that all repairs recommended
had been made, and the ship in full class condition

James D. Seary
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