

REPORT of SURVEY for REPAIRS, &c.

No. 14820

(Received at London Office, 26/4/80)

No. in Survey held at *Newcastle* Date, first Survey *8th April* Last Survey *15th April 1880*

Reg. Book. *1101* on the *S. S. "Stelling"* Master *J. Coleman*

Official Number *73700*
 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 *889*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St mer, cut on Bm. *5-65*
 Built at *Newcastle* When built *1876*
 Owners *J. Furwick & Son* Port belonging to *London*
 Residence *57, Gracechurch St. London E.C. 4*
 By whom built *Palmer* Destined Voyage *Bilboa*
 Surveyed *Afloat or in Dry Dock on the Wallsend Slip*
 (State Name of Dock)

Length of Poop *27* ft. Ditto, Forecastle *22* ft. Ditto, Raised Quarter Deck *22* ft. Years assigned. *90A1*
 Character in Register Book. *1279*

Last Survey, No. *25241* Port *Iron* S. S. No *379* Classed *90A1*
 REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

For Damage from Stranding off Briston on the 3rd April 1880.

Two Garboard Plates + one in D strake renewed on the Port side + 8 furnished + replaced, in way of same 8 Frames found cracked have been doubled with backing pieces, On the Starboard side the after Garboard Plate has been renewed + the one above it repaired + replaced also several statted Butts in this locality riveted, on the same side amidships one Garboard Plate has been welded in the lower corner + replaced, all broken Cement in way of the repair + elsewhere has been renewed. Bottom cleaned + coated.

Present Condition of the

Decks	<i>Good</i>	Transoms	<i>Painting</i>	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>✓</i>	Breasthooks and Stemson	<i>✓</i>	<i>✓</i>	Pumps	<i>"</i>
Comings	<i>"</i>	Transoms, Pointers, and Crutches	<i>✓</i>	<i>✓</i>	Boats <i>3</i>	<i>"</i>
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>	<i>"</i>	Condition, how ascertained <i>On Deck</i>	
Planksheers	<i>✓</i>	Keelsons	<i>"</i>	<i>✓</i>	Sails <i>Sufficient</i>	
Sheerstrakes	<i>"</i>	Clamps and Shelves	<i>"</i>	<i>"</i>	Anchors No. of <i>3 B. 1 S. 2 R</i>	
Topsides	<i>"</i>	Ceiling	<i>"</i>	<i>"</i>	Cables <i>Complete</i>	
Wales	<i>"</i>	Rudder	<i>"</i>	<i>"</i>	Hawsers and Warps <i>Sufficient</i>	
Plank (Bottom) and Counter	<i>"</i>	Copper (or L.M.) <i>Paint</i> When put on <i>Iron</i>	<i>"</i>	<i>"</i>	Standing & Running Rigging <i>Efficient</i>	
Engine Room Skylights <i>Good</i>		Caulking of	<i>Good</i>	<i>Good</i>	Cargo and Main Hatchways <i>Good</i>	
Coal Bunker, Openings, Lids, &c. <i>Good</i>		Bottom, Deck, & Waterways	<i>Good</i>	<i>Good</i>	Hatches <i>Good</i>	
Scuppers <i>Good</i>						

General Observations, Opinion as to Class, &c.

The above named repairs having been efficiently executed + the vessel otherwise appearing in good condition, I am of opinion she is eligible to remain as classed.

Repair *2*
 The Amount of Entry Fee ... £ *3* : *3* :
 Damage Special ... £ *3* : *3* :
 Certificate (if required) to be sent as per margin... £ *-* : *-* :
 received by me, *W. H. S.*
 20th April 1880
W. H. S.
 Surveyor to Lloyd's Register of British and Foreign Shipping

(Travelling Expenses, if any, £ *-* : *-* :)

Committee's Minute

Character assigned

Tuesday, April, 27th 1880.

90A1
TB/M/D 27/4/80



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IRON492-0247