

REPORT of SURVEY for REPAIRS, &c.

No. in *240152929* Survey held at *Port Talbot & Llanelly* Date, first Survey *26th Augst* Last Survey *4th Oct^r* 1880
 Reg. Book. *821* on the *Iron Brigantine "Sofia" (aka Johanna)* Master *Ball*
 TONNAGE under Tonnage Deck *159* Built at *Llanelly* When built *1872*
 Ditto of Spar Deck, or Avoing Deck Owners *E. F. Hickman* Port belonging to *Londan*
 Ditto of Poop Ditto of Raised Qr. Dk. Residence *155 Fenchurch Street*
 Ditto of Houses on Deck By whom built *Neill* Destined Voyage *Havre*
 Ditto of Forecastle Gross Tonnage *159* *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
 Crew Space, as per Rule Register Tonnage, cut on Beam *143* Engine Room *ft.* Years assigned. Character in Register Book.
 Reg. Tons as St^rmer, cut on Bm. *ft.* *Classed 90 A 1*
 Length of Poop *ft.* *S.S. No 1-77*
 Last Survey, No. *1886* Port *Iron* *7-77*
 REPAIRS, OR EXAMINATION AS PER RULE *Damage & Improve Class*

Cause of Repairs to be clearly stated. *Now done in consequence of having been on shore, fourteen floors together with reversed angle irons from midships aft, and the cementing renewed all fore and aft.*
Additional strength introduced with a view to improved class, viz a doubling stroke at the bilges 4/6 thick, and 62 feet long & well riveted, double angle iron stringers between the original side stringers and deck beams 3x3x4/6 - 60 ft long, and side keelsons of double angle iron 3x3x4/6 - 46 feet long amidships.
All ceiling in the hold removed, the whole of the frames, stringers, hooks, floor-plates, keelsons, bulkheads, rivets and inner surface of plating, also the outside plating, rivets, keel, stem, sternpost & rudder chipped and beaten so as to lay completely bare all the surfaces of iron, and painted inside and
 Present Condition of the *P.T.C*

Decks	Good	Ironails Rivets	Good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stenson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	<i>Ex^r</i>
Planksheers	"	Keelsons	"	Sails Suit & spare	"
Sheerstrakes	"	Clamps and Shelves Stringers	"	Anchors No. of <i>3 B 1 1 K</i>	"
Topsides	"	Ceiling	"	Cables <i>165 fms</i>	"
Wales	"	Rudder	"	Hawsers and Warps <i>Well found</i>	"
Plank (Bottom) and Counter	"	Copper (or iron) Paint When put on <i>Now</i>	"	Standing & Running Rigging	"
Engine Room Skylights	"	Caulking of	"	Cargo and Main Hatchways <i>Good</i>	"
Coal Bunker, Openings, Lids, &c.	"	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	"
Scuppers	"				

General Observations, Opinion as to Class, &c. *This Vessel is now in good and efficient condition, and I respectfully submit that I am of opinion she is eligible to be raised to ¹⁰⁰ A 1, and the requirements of the Rules Survey No 3. and No 2 for equipment having been complied with, she may be marked in the Register Book S.S. No 3-1880*

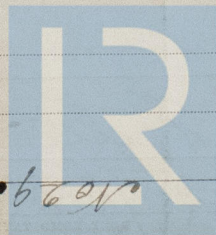
The Amount of Entry Fee *£ 1 : 0 : 0* received by me, *J. A.*
 Special *£ 6 : 6 : 0* *8/10 1880*
 Damage report Certificate (if required) *£ 4 : 4 : 0*
 to be sent as per margin... *£ : 2 : 6*
 & Telegrams
 (Travelling Expenses, if any, £ *3-17-6*)
 Committee's Minute *188*

Character assigned *Raised to 100 A 1*
S.S. No 3-80
 Lloyd's Register Foundation
 IRON 495-0589

28132 Jan

Out with three Coats, the Windlass unhung and its Wood linings
sufficiently stripped for examination, the Cables ranged on
deck and examined together with Anchors and general equipment,
the Rudder unhung and made efficient, the standing rigging
stripped and re-served, trestletrees lifted, some new Sails,
and a quantity of running rigging renewed.

Tho^d Ashton



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Ms. A.9.2.3.6