

# REPORT of SURVEY for REPAIRS, &c.

No. 12525

No. in Survey held at *Sunderland*

Date, first Survey *Novr 12<sup>th</sup>*

(Received at London Office, *29/11/29*)  
Last Survey *Novr 22<sup>nd</sup>* 188*0*

on the *Iron S. S. Ferndale*

Master *Wm. E. Etherington*

Official Number *68356*  
TONNAGE under Tonnage Deck *762*  
Ditto of Spar Deck, or Avoing Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *937*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St'mer, cut on Bm. *604*

Built at *Sunderland*

When built *1877*

Owners *Dixon & Wilson*

Port belonging to *Sunderland*

Residence *W. Anniside, Sunderland*

By whom built *Lam*

Destined Voyage *Bilbao*

Surveyed Afloat or in Dry Dock *Deptford Dry Dock*  
(State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*

Years assigned. *90*  
Classed *159*

Last Survey, No. *22502* Port *Newcastle Iron*

REPAIRS, OR EXAMINATION AS PER RULE *Repair to Stem frame.*

Cause of Repairs to be clearly stated.

*The Stem frame found to be broken in two places. The part forming the rudder post renewed, and re-welded on to the original part of the frame. Stem frame refitted. — Bottom cleaned & recoated.*

Present Condition of the		Treenails		Windlass and Capstan	
Decks	<i>Good</i>	Planks	<i>Good</i>		<i>Good</i>
Waterways	<i>Good</i>	Breasthooks and Stenson	<i>Good</i>	Pumps	<i>Good</i>
Comings	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>Good</i>
Upper Deck Beams & Fastenings	<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained	<i>Good</i>
Planksheers	<i>Good</i>	Keelsons	<i>Good</i>	Sails	<i>Good</i>
Sheerstrakes	<i>Good</i>	Clamps and Shelves	<i>Good</i>	Anchors No. of	<i>3</i>
Topsides	<i>Good</i>	Ceiling	<i>Good</i>	Cables	<i>Complete</i>
Wales	<i>Good</i>	Rudder	<i>Good</i>	Hawsers and Warps	<i>3</i>
Plank (Bottom) and Counter	<i>Good</i>	Copper (or I.M.) <i>Paint</i> When put on <i>Novr</i>		Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Caulking of		Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>
General Observations, Opinion as to Class, &c.					

*This vessel is now in good and efficient condition, and is in my opinion eligible to remain as classed.*

The Amount of Entry Fee ... £ — : — : — received by me, *THH*  
Special ... £ 2 : 2 : 0 *25 Novr 1880*  
Certificate (if required) to be sent as per margin... £ — : 5 : —

(Travelling Expenses, if any, £ —)

Committee's Minute *Tuesday, November, 30<sup>th</sup> 1880,*

Character assigned

*Wm. Moverly.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

