

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *331* on the *Iron S S John O Scott* Date, first Survey *Jan 7 31* Last Survey *1st Feb* 1883
 Master *Bishop*
 Tonnage under Tonnage Deck *734*
 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 *894*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'mer, cut on Bm.
 Built at *N^o Shields* When built *1874*
 Owners *J O Scott* Port belonging to *Newcastle*
 Residence *Newcastle on Tyne*
 By whom built *T. W Smith* Destined Voyage *Coasting*
 If Surveyed Afloat or in Dry Dock *On the hard Limekiln Stk.*
 (State Name of Dock)

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

Last Survey, No. *16253* Port *Newc*
 REPAIRS, OR EXAMINATION AS PER RULE *Damage. Aft.*
 Cause of Repairs to be clearly stated.

Society's Load-Line (if assigned) as painted on Ship
 Society's Freeboard (if assigned) as painted on Ship

The knuckle plate, two bulwark plates, one length of rail angle iron and one piece of taffrail, all new. Two bulwark staunchions straightened and one piece of knuckle moulding faired.
The cast iron transporting cleat and one wooden cleat renewed. after part of waterway recommenced.
The new bow or anchor supplied, weight (ex stock) 21. 2.0 proof strain 22 Tons, Robert Burrell, Superintendent Low Walker. Dec 19th. 1882.

Present Condition of the			
Decks	<i>good</i>	Freeboards	<i>good</i>
Waterways	<i>good</i>	Rivets	<i>when seen good</i>
Comings	<i>good</i>	Breasthooks and Stemson	<i>not seen</i>
Upper Deck Beams & Fastenings	<i>not seen</i>	Transoms, Pointers, and Crutches	<i>good</i>
Lower Deck Beams & Fastenings	<i>good</i>	Timbers of the Frame at the openings	<i>good</i>
Planksheers	<i>good</i>	Ditto Ditto at other places	<i>good</i>
Sheerstrakes	<i>good</i>	Keelsons	<i>good</i>
Topsides	<i>good</i>	Clamps and Shelves	<i>good</i>
Wales	<i>good</i>	Ceiling	<i>good</i>
Plank (Bottom) and Counter	<i>not seen</i>	Rudder	<i>good when seen</i>
Engine Room Skylights	<i>good</i>	Copper (or Y.M.)	<i>When put on</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	(State if on Felt.)	<i>1874</i>
General Observations, Opinion as to Class, &c.		Cement (if Iron Ship)	<i>1874</i>
		Caulking of Bottom, Deck, & Waterways	<i>good</i>
		Windlass and Capstan	<i>good</i>
		Pumps	<i>4 no</i>
		Boats	<i>3 no</i>
		Masts, Yards, &c.	<i>good</i>
		Condition, how ascertained	<i>from deck</i>
		Sails	<i>good</i>
		Anchors	<i>No. of 3 B. 15 - 2 K</i>
		Cables	<i>not seen</i>
		Hawsers and Warps	<i>6 no (2 steel) good</i>
		Standing & Running Rigging	<i>good</i>
		Cargo and Main Hatchways	<i>good</i>
		Hatches	<i>good</i>

She is now in good condition and eligible to remain as classed.

The Amount of Entry Fee ... £ ... : ... received by me, *John H Heck*
 19/2/83 Special ... £ 1 : 1 : 1883
 Certificate (if required) to be sent as per margin... £ ... : 5 : 4
 (Travelling Expenses, if any, £ ...)

Committee's Minute *Tuesday, 20th February 1883.*

Character assigned *90 A1*

ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

