

REPORT of SURVEY for REPAIRS, &c.

* 42645

No. *245* on the *Iron Ship 'Jessie Readman'* 898
 No. in Survey held at *London* Date, first Survey *May 29th* Last Survey *July 4th* 1883
 Reg. Book. *245* on the *Iron Ship 'Jessie Readman'* Master *Mathew Gibson*
 TONNAGE under Tonnage Deck *1013*
 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
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm.
 Built at *Greenock* When built *1869*
 Owners *Shaw Savill & Albion* Port belonging to *Glasgow*
 Residence
 By whom built *Scott & Co* Destined Voyage *Otago NZ*
 If Surveyed *Afloat & in Dry Dock* *Ruggs Dry Dock Afloat*
 (State Name of Dock)
 Length of Poop *36* ft. Ditto, Forecastle *35* ft. Ditto, Raised Quarter Deck ft.
 Classed **A 1*
 Years assigned. Character in Register Book.

Last Survey, No. *5789* Port *Glasgow* S. S. lly No. *3-81* 1882
 REPAIRS, OR EXAMINATION AS PER RULE
 Cause of Repairs to be clearly stated.
 State dates of any letters respecting this case

This vessel has now been placed in Dry Dock the bottom examined and recoated with Paint, - the Rudder unhung and pintles bushed and the Main Brace Bumpkins repaired. The Deck found to be much piced over the fastenings, has been bored & found 2 7/8 in thinnest place, recommended it to be renewed, - but as it is quite tight and looks well below, it may in my opinion be allowed to go another voyage on the Owners' Guarantee to renew it on the vessels' return which the Committee have acceded to.

Present Condition of the			
Decks <i>for present voyage sufficient</i>	<i>Good</i>	Transoms <i>Good</i>	Windlass and Capstan <i>Good</i>
Waterways <i>Good</i>		Breasthooks and Stemson <i>"</i>	Pumps <i>"</i>
Comings <i>"</i>		Transoms, Pointers, and Crutches <i>"</i>	Boats <i>4</i> <i>"</i>
Upper Deck Beams & Fastenings <i>"</i>		Timbers of the Frame at the openings <i>"</i>	Masts, Yards, &c. <i>"</i>
Lower Deck Beams & Fastenings <i>"</i>		Ditto Ditto at other places <i>"</i>	Condition, how ascertained <i>by observation</i>
Planksheers <i>"</i>		Keelsons <i>"</i>	Sails <i>Sufficient</i>
Sheerstrakes <i>"</i>		Clamps and Shelves <i>"</i>	Anchors No. of <i>3 B, 1 S & 2 K</i>
Topsides <i>"</i>		Ceiling <i>"</i>	Cables <i>part seen on deck good</i>
Wales <i>"</i>		Rudder <i>"</i>	Hawsers and Warps <i>Sufficient</i>
Plank (Bottom) and Counter <i>"</i>		Copper (or Y.M.) When put on <i>"</i>	Standing & Running Rigging <i>"</i>
		(State if on Felt.)	Cargo and Main Hatchways <i>Good</i>
Engine Room Skylights <i>"</i>		Cement (if Iron Ship) <i>Cemented 1869</i>	Hatches <i>Good</i>
Coal Bunker, Openings, Lids, &c. <i>"</i>		Caulking of Bottom, Deck, & Waterways <i>Good</i>	
Scuppers <i>Good</i>			

General Observations, Opinion as to Class, &c.
This vessel is now in good and efficient condition and eligible in my opinion to remain as classed subject to the Owners fulfilling their promise as regards the deck referred to above.

The Amount of Entry Fee ... £ : : received by me, *31 July 1883*
26/7/83 Special ... £ : :
 Certificate (if required) to be sent as per margin... £ : :
 (Travelling Expenses, if any, £)
 Committee's Minute
 Character assigned
Good
 FRIDAY 27 JULY 1883
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

