

REPORT of SURVEY for REPAIRS, &c.

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Date of Writing Report 23rd May 1888 Port of London
 No. in Survey held at London Date, First Survey 5th May Last Survey 18th May 1888
 on the Iron Screw Steamer NEW PELTON Master S. Hutchings

TONNAGE:—
 NET 525 Built at Newcastle By whom Palmer Bros & Co When 1865 4
 GROSS 821 Owners H. James (Pa J. Fenwick & Son.) Port belonging to Newcastle
 UNDER DECK 769 Owner's Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dry Dock Name of Dock Smickiln Destined Voyage
 Length of Poop 17 ft.: of Forecastle 17 ft.: of Raised Or. Deck 17 ft.: Moulded Depth 17 ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

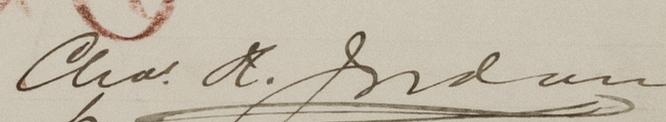
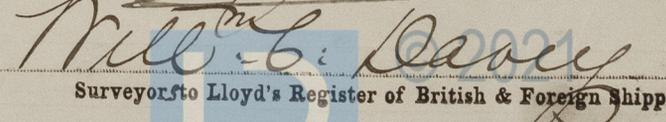
Last Survey, No. 4749 Port London S.S. No. 3 Nov. 78 S.S. No. 2 Lu. 84.
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No. 3 and Damage.

The Vessel has been examined in the Smickiln Dry Dock. It was alleged that she had been aground on the Maplin Sands on the 30th Nov. 1887. The bottom was found to be very much rubbed and chafed and it has now been cleaned and painted. The rudder has been lifted and rebushed. The water ballast tanks, and bilges have been cleaned out and the floors, framing and cement examined all fore and aft. All the floors, framing and bearers have been sealed and coated with cement wash. All the ceiling and battens have been removed from the holds and bunkers and the iron work sealed and coated with Black Varnish. The trunk finders in the main and after trunks have been riveted where required and also the trunk tops, and the cement in bottoms made good where defective. The fore and after planks, forecabin and cabins have been examined, all lining removed & the iron work sealed and coated as required. The shell plating has been drilled for examination and found in a satisfactory condition as to thickness.

PRESENT CONDITION OF THE		Boats	
Decks	<u>Good</u>	Plank (Bottom) & Counter	<u>Good</u>
Waterways	"	Treenails or Rivets	"
Comings	"	Breasthooks and Stemson	"
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"
Planksheers	"	Ditto ditto at other places	"
Sheerstrakes	"	Keelsons	"
Topsides	"	Clamps & Shelves	"
Wales	"		
Engine Room Skylights	<u>Good</u>	Coal Bunker, Openings, Lids, &c.	<u>Good</u>
General Observations, Opinion as to Class, Recommendation, &c.:		Scuppers	<u>Good</u>
		Cargo & Main Hatchways	<u>Good</u>
		Hatches	"

The Vessel is now in a sound and efficient condition and eligible in our opinion to remain as classed and to have S.S. No. 3 recorded in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 3	Fees applied for, 29.5 1888 Received by me, 12/6 1888 a/g	  Surveyor to Lloyd's Register of British & Foreign Shipping.
Office Fee (if chargeable) per Scale II., Sec. 27...	£ :		
Survey Fee (per Section Certificate)	£ 5 : 5		
Special on Damages (if any) (per Sec. 28) for Report 20/5/88	£ 2.2.0		
*Certificate (if required) to be sent as per margin	£ :		
Travelling Expenses (if chargeable)	£ :		
Second Surveyor's Fee (if any)	£ :		
Committee's Minute			
Character assigned	<u>80A1</u>		
	<u>5788</u>		
	<u>SS No 3-5788</u>		
	<u>Record the board</u>		

Insert Character precisely as in Register Book.

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The windlass has been stripped and examined. The chain cables have been ranged and examined and 240 fathoms found complete and in good order. The masts & spars have been examined and a new head has been tongued on to the foremast. The fore rigging has been renewed. And the port hawse pipe renewed.

The futboard assigned by the Committee viz:- 3'-3" in winter, 3'-1" in summer, and 3 1/2 ins. less in fresh water has now been marked upon the vessel.

Chas. H. Jordan