

REPORT of SURVEY for REPAIRS, &c.

No. in g. Book. Date of Writing Report 23<sup>rd</sup> May 1888 Port of London Received in London Office, THU 24 MAY 83

Survey held at London Date, First Survey 5<sup>th</sup> May Last Survey 18<sup>th</sup> May 1888

on the Iron Screw Steamer NEW PELTON Master S. Hutchinson

TONNAGE:— NET 525 GROSS 821 UNDER DECK 1769

Built at Newcastle By whom Palmer Bros & Co. When 1865 4

Owners H. James (Pa. J. Fenwick & Son.) Port belonging to Newcastle

Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Name of Dock Linckilin Destined Voyage

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.

Classed Last Survey, No. 47492 Port London S.S. No. 3 Nov. 78 S.S. No. 2 Jan. 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 Linckilin Dry Dock. It was alleged that she had been aground on the Naplin Sands on the 30<sup>th</sup> 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 firers in the main and after tanks have been riveted where required and also the trunk tops, and the cement in bottom made good where defective. The fore and after planks, forecastle 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 3	
Decks	Good	Planks (Bottom) & Counter	Good
Waterways	"	Trunnels 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	"	Ceiling	Good
Engine Room Skylights	Good	Rudder	"
Coal Bunker, Openings, Lids, &c.	Good	Windlass & Capstan Examined	"
General Observations, Opinion as to Class, Recommendation, &c.:		Pumps	"
		Cement (if Iron Ship)	"
		Caulking of Bottom, D'k, & Wat'rways	"
		Copper, or Y.M. (State if on Felt.)	"
		When put on	"
		Boats 3	"
		Masts, Yards, &c.	"
		Condition, how ascertained	Examined
		Sails	Good
		Anchors No. of 3B, 1S, 2K	"
		Cables Roped, 240ft. good	"
		Hawsers & Warps	Good
		Standing & Running Rigging	"
		Hatches	"

Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo & Main Hatchways Good 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

Office Fee (if chargeable) per Scale II., Sec. 27... £

Survey Fee (per Section Certificate) £ 5 5

Special on Damage Fee (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 80A1

5788

SS No 3-5788

Record the board

Lloyd's Register Foundation

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.



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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 fitted on to the foremast. The fore rigging has been renewed. And the port lower pipe renewed.

The freeboard 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