

REPORT of SURVEY for REPAIRS, &c

51031
1890 15 AUGUST 1890

No. *152* Date of Writing Report *Aug. 16th 1890* Port of *London*
 No. in Survey held at *London* Date, First Survey *Aug. 7th* Last Survey *Aug. 11th 1890*
 g. Book. *16* on the *Iron Screw Steamer*: "*NEW PELTON*"^{No. of Visits *3*} Master *S. Hutchison*

TONNAGE: NET *525* GROSS *821* UNDER DECK *759*
 Built at *Newcastle* By whom *Calver Bros. & Co.* When *1865*
 Owners *W. L. James (J. Tennick & Son)* Port belonging to *Newcastle*
 Owner's Address _____
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Limetick Dry Dock* Destined Voyage *to Lynn*
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.

Last Survey, No. *22686* Port *London* *L.M.C. 588. B.S. 489* P. S. Lon. No. *3-5. 88* *80 A1*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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.)
 Society's Freeboard (if assigned) as painted on Ship } in Summer *3* ft. *1* ins.
 in Winter *3* ft. *3* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Annual Survey*.
The vessel was placed in Dry Dock when the bottom which was found in good and sound condition was cleaned and re-coated.
The Rudder was lifted and the Rudder joints re-bushed.

PRESENT CONDITION OF THE	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>
Waterways	<i>---</i>	Transoms or Rivets	<i>---</i>	Rudder	<i>---</i>
Comings	<i>---</i>	Breasthooks and Stemson	<i>---</i>	Windlass & Capstan	<i>---</i>
Up'r Dk. Beams & Fastenings	<i>---</i>	Transoms, Pointers, & Crutches	<i>---</i>	Pumps	<i>---</i>
Low'r Dk. Beams & Fastenings	<i>---</i>	Timbers of Frame at the opening	<i>---</i>	Cement (if Iron Ship)	<i>Not Seen Satisfactory</i>
Planksheers	<i>---</i>	Ditto ditto at other places	<i>---</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>Good</i>
Sheerstrakes	<i>---</i>	Keelsons	<i>---</i>	Copper, or P.M.	<i>---</i>
Topsides	<i>Plating</i>	Clamps & Shelves	<i>---</i>	When put on	<i>---</i>
Wales	<i>---</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>	Hatches	<i>---</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good and efficient condition and I would respectfully submit that she is eligible to remain as classed and to have the notation: "80 A1 890" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27... £ :
 Office Fee (if chargeable) per Scale II., Sec. 27... £ :
 Survey Fee (per Section 28) £ :
 Special on Damage, Fee (if any) (per Sec. 28).... £ :
 *Certificate (if required) to be sent as per margin £ :
 Travelling Expenses (if chargeable) £ :
 Second Surveyor's Fee (if any) £ :
 Fees applied for, 18
 Received by me, 18
Henri Wilkinson
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *22 AUGUST 1890*
 Character assigned *80 A1*
B.S. 489
 Lloyd's Register Foundation
 LON690-0334

State if a Report is also sent on the ... or if not, whether, and when, one was to be sent.

Insert Character precisely as in Register Book.

Form No. 3 for Repairs - 1890. 21, 1890. Transfer Ink - 1890. The Surveyors are requested not to write on, or below the space for Committee's Minutes.