

SS No. 2. Change of owners & Ship's Name.

41202

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 25.2.82)

No.

No. in Survey held at
Reg. Book.

London

Date, first Survey Nov 18/81, Last Survey Feb 18th 1882

(No. of Visits 2)

Master John Castello

YEAR.

MONTH.

H 522 on the SS Silvertown. (late SS Hooper)

TONNAGE under Tonnage Deck 4213

Ditto of Spar Deck, or Awaiting 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, on Beam

Engine Room

Reg. Tons as St'mer, out on Bm. 3724

Built at Newcastle

When built 1873.

Owners India Rubber & Percha Telegraph Port belonging to

Residence

By whom built

C Mitchell

Destined Voyage

South America

If Surveyed Afloat or in Dry Dock

(State Name of Dock)

Length of Poop

ft. Ditto, Forecastle

ft. Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

40500

Port

Lm

REPAIRS, OR EXAMINATION AS PER RULE

Special Survey No 2.

Cause of Repairs to be clearly stated.

Classed 1000H 5.81

SS Lm No 1, 77.

Part Shaded 1st and 2nd 27 ft. 9 in. Paintedin ships sides
in 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882

At the present time placed in dry dock. The timbers and ceiling equal to 38 more strakes taken up on both sides. Main hold doors in double bottom removed exposing both surfaces of bottom, examined and found good, the cement adhering well to the iron, and thickened and mended where required. Double bottom tested. Chain cables ranged & examined 300 fathoms. New Purchase Windlass. When built she had a large aperture in the run up & a thwartship Propeller fitted to move the stern to Port or Starboard as required, but it did not answer & the Propeller was taken away and the aperture on both sides of ship was filled in with wood & when placed in dry dock the water rushed out. I recommended the wood to be removed and the aperture framed with angle iron and plated over the same size as the vessel's scantling, and the new owners have done so and no trace of the aperture can be seen on the outside.

Bottom re coated inside & outside.

Present Condition of the

Decks

Good

Treenails Rivets

Good

Windlass and Capstan

Good

Waterways

"

Breasthooks and Stemson

"

Pumps

"

Comings

"

Transoms, Pointers, and Crutches

"

Boats

"

Upper Deck Beams & Fastenings

"

Timbers of the Frame at the openings

"

Masts, Yards, &c.

"

Lower Deck Beams & Fastenings

"

Ditto Ditto at other places

"

Condition, how ascertained

Examined

Planksheers

"

Keelsons

"

Sails

Good

Sheerstrakes

"

Ceiling

"

Anchors No. of 8 Bcs. 11 & 12 ft

Topsides

"

Rudder

"

Cables Examined 300 ft

Good

Wales

"

Copper (or P.L.)

Crutes When put on

New

Hawsers and Warps

"

Plank (Bottom) and Counter

"

Caulking of Bottom, Deck, & Waterways

Good

Standing & Running Rigging

"

Engine Room Skylights

Good

Coal Bunker, Openings, Lids, &c.

Good

Scuppers

Good

Cargo and Main Hatchways

Good

Hatches

General Observations, Opinion as to Class, &c.

She is now in an efficient state and eligible to remain as classed, and to have SS Londen No 2-1881 recorded in the Register Book. She is fitted with large Tanks for Telegraph Cables & is now going to lay cables on the coast of South America.

The amount of Entry Fee ...

... £ 1 : 4 : 6

received by me,

7/3/1882

Special ...

... £ 6 : 6 : 6

Certificate (if required)

to be sent as per margin...

£

5 : -

(Travelling Expenses, if any, £)

Committee's Minute

Tuesday, February, 28th 1882.

Character assigned

100A 1

SS Londen No 2-82

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