

REPORT of SURVEY for REPAIRS, &c.

No. 70

No. in Reg. Book.

Survey held at Marseilles

Date, first Survey 20.6.78 Last Survey 10.7.78

on the

Scw. Sr. "Wimbledon"

Master G. W. Watson

YEAR.

MONTH.

TONNAGE under Tonnage Deck

1474

Ditto of Spar Deck, or Avning Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

1474

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St' mer, cut on Bm.

957

Built at

Stockton

When built

1872

12

Owners

Dixon & Harris

Port belonging to

London

Residence

By whom built

Richardson

Destined Voyage

America

If Surveyed Afloat or in Dry Dock

Afloat

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Classed

100 A.1.

Last Survey, No.

19776

Port

Iron

S.S. Son h¹-76.

12.77

REPAIRS, OR EXAMINATION AS PER RULE

Repairs on

Account of Damage by Collision.

The upper part of stem has been renewed to the original scarph, the scarph ^{now} has been made a little longer. On Starboard side the foremost plate of each of the ^{four} upper strakes of plating has been renewed to its original butt, as well as the doubling plate in wake of house pipe, and that of the fifth strake has a butt raised upon it, inserting a short plate forward and leaving 9 feet of the original plate, which makes an efficient disposition of butts, the new butt of this strake has now been treble rivetted.

On Port side the foremost plate of each of the three upper strakes of plating has been renewed to its original butt

Present Condition of the

Decks

good

do

do

do

do

Beams & Fastenings

do

Beams & Fastenings

do

Plating do

Rivets, where seen, good

Breasthooks and Stenson do do

Transoms, Pointers, and Crutches do do

Timbers of the Frame at the openings do do

Ditto Ditto at other places do do

Keelsons where seen good

Clamps and Shelves do do

Ceiling do do

Rudder do do

When put on 1872

Caulking of

Bottom, Deck, & Waterways good

Scuppers good

Cargo and Main Hatchways good

Hatches good

Windlass and Capstan

good

Pumps

do

Boats 5 in h²

do

Masts, Yards, &c.

do

Condition, how ascertained From deck

Sails well found

Anchors No. of 3 B, 1 S 4 2 K

Cables complete

Hawsers and Warps good & sufft.

Standing & Running Rigging good.

Wales

Plating (Bottom) and Counter where seen good

Engine Room Skylights good

Coal Bunker, Openings, Lids, &c. good

General Observations, Opinion as to Class, &c.

This vessel is now in a good and efficient condition and is, in my opinion, eligible to remain as classed viz:- 100 A.1.

The Amount of Repair Fee ... £ 3 : 0 : 0 received by me, 10.7.1878

Special ... £ 5 : 0 : 0

Certificate (if required) ... £ - : - : -

(Travelling Expenses, if any, £ 1-0-0)

Committee's Minute

10th July, 1878

Character assigned

100 A.1

T.B.W. Drp 78

J. B. D. D.

Surveyor to Lloyd's Register of British and Foreign Shipping.



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Lloyd's Register

FRON 479-0124

butt, as well as the doubling plate in wake of hawse pipe. The first frame from forward has been cut on each side and an upper length of angle iron to form frame fitted, the butts being efficiently butt strapped with long angle iron bosom pieces and flat plates on back of frame bar; the breadth of in & out flange of angle iron. The third and fifth frames from forward on starboard side slightly cracked, to compensate for this, long angle iron bosom pieces have been fitted, as well as flat plates, on back of frame the breadth of in & out flange of frame angle iron, covering the cracks in frame. Three plates, about 18" wide, connecting the two sides of the foremost frame have been fitted, one at the upper deck, one at the main deck & one between, in order to compensate for any weakness there may remain owing to the damage now sustained. Part of the hard wood deck, through which hawse pipes pass, has been renewed, and the $1\frac{1}{2}$ " wood lining over upper deck forward, the length of forecastle, all renewed on felt as before. Deck recaulked all fore and aft; windlass &c being lifted for that purpose. Hawse pipe on port side renewed, several lengths of rail fore & renewed, and the waterways &c, ~~removed~~ removed to replace defects, have now been refitted and all completed in a satisfactory manner.

Forward in forecastle, where wood lining has been off, the inner surface of plating, frames &c have been chipped and all oxidation removed and repainted, the same has been done below in the space above lower deck from the Collision B.H. forward, each side.

This vessel was placed in dry dock, but this was done before I arrived in Marseilles. Mr. Hick, the gentleman superintending the Repairs on the part of the Owners informs me that her bottom was found in a good state, - a few rivets in the keel of stem being renewed because they ^{were} weeping slightly. Bottom cleaned and recoated with Composition.

J. Dodd
Surveyor.

The order for Survey Return herewith.