

REPORT of SURVEY for REPAIRS, &c.

No.

No. in
Reg. Book.

Survey held at

London

Date, first Survey

11th Sept.

Last Survey

5th Oct.

1878

174 on the

Barge "Bebington"

Master

J. Haldrich

TONNAGE under Tonnage Deck

853

Ditto of Spar Deck, or Awning Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

941

Crew Space, as per Rule

Register Tonnage, cut on Beam

941.924

Engine Room

Reg. Tons as Stmer, cut on Bm.

Built at

Belfast

When built

1839

Owners

Law Savill & Co.

Port belonging to

Southampton

Residence

By whom built

Rickson

Destined Voyage

If Surveyed Afloat or in Dry Dock Linehouse by Lock & Afloat

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

18927

Port

Iron

Classed

#A.1.

REPAIRS, OR EXAMINATION AS PER RULE

Special Survey No 2.7-c.

S.S. London No 1-74.

7-77.

Bottom examined, Rudder unhung & hushed
timbers and three shakes of ceiling on each side lifted all fore
and aft, Cement in good condition and firmly adhering to
Iron, openings cleaned and coated with Cement, windlass
examined and the Chain Cables ranged on deck, bulwark
Plating from Forecastle on each side extending right aft, taken
off and renewed with 5/16 Plates attached to upper edge of
sheer stake, bottom coated with white zinc & tallow, and
the topsides with Paint.

Present Condition of the

Decks

Good

Freemasts

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

From deck

Planksheers

—

Keelsons

—

Sails

Good

Sheerstrakes

—

Ceiling

—

Anchors

No. of

3 Brs

18-21 cwt

Topsides

—

Rudder

—

Cables

270 fathoms

Good

Wales

—

Copper

Cement

When put on

1870

Hawsers and Warps

—

Plank (Bottom) and Counter

—

Caulking of

Bottom, Deck, & Waterways

Good

Standing & Running Rigging

—

Engine Room Skylights

—

Coal Bunker, Openings, Lids, &c.

—

Scuppers

Good

Cargo and Main Hatchways

Good

General Observations, Opinion as to Class, &c.

This Vessel is now in good and efficient
condition, and in our opinion eligible to remain as Classed,
and to have S. S. London, No 2. 1878. recorded.

The Amount of Entry Fee ...

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