

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 81** Survey held at **Amoy** Date, first Survey **15 Sept** Last Survey **21 Sept** 1878

on the **S S Perim** Master **James**

Official Number **26962**
 Tonnage under Tonnage Deck **1251**
 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 **1329**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as S^rmer, cut on Bm. **1016**
 Built at **Glasgow** When built **1877**
 Owners **A. W. Kinsman & Co** Port belonging to **London**
 Residence
 By whom built **London Glasgow Co** Destined Voyage **China Coast**
 If Surveyed Afloat or in Dry Dock **in dry dock & afloat**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **100 A 1** Character in Register Book.

Last Survey, No. **21977** Port **London** Classed **100 A 1**

REPAIRS, OR EXAMINATION AS PER RULE **Repairs**

This vessel during her late voyage from Shanghai to Swatow laden with a cargo of general Merchandise ran on the North side of East Lamock Island at 8.30 P.M. on August 30th heavy weather at the time, before the vessel ran ashore the Engines had been reversed full speed for three minutes, and at the time of striking the ship had nearly lost her head way. Struck about fifty bags rice, and at 10.30 A.M. on 31st August backed off. The ship made one inch water per hour in forward ballast tank after the accident. On examination in dry dock I found the following damage has taken place: The garboard plates at either side of forepost broken & indented & rivetting started, the stem bent to starboard about two inches, for a length of twenty inches, but not fractured. Repairs, stem bent is straightened in place, the new garboard

Present Condition of the			
Decks	in good condition	Greenails	Rivets in good order
Waterways	in good condition	Breasthooks and Stemson	do do
Comings	in good	Transoms, Pointers, and Crutches	do do
Upper Deck Beams & Fastenings	Secure	Timbers of the Frame at the openings	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do
Planksheers	Plating in good order	Keelsons	in good order
Sheerstrakes	do do	Clamps and Shelves	all in good order
Topsides	do do	Ceiling	do do
Wales	do do	Rudder	hanging in good order
Plank (Bottom) and Counter	Plating good	Copper	When put on at date
Engine Room Skylights	Secure	Caulking of	
Coal Bunker, Openings, Lids, &c.	Secure	Bottom, Deck, & Waterways	Good
Scuppers	Good	Windlass and Capstan	in good order
Cargo and Main Hatchways	Good	Pumps	do do
Hatches	Secure	Boats & boats in good order	
		Masts, Yards, &c.	in good order
		Condition, how ascertained	by personal inspection
		Sails	2 suits in good order
		Anchors	No. of 2 B. 1 S. 2 K. 2 H. 2 R.
		Cables	2 B. 270 fms 1 1/2" Stream 75 fms 1 1/2"
		Hawsers and Warps	2 Hawsers 4 Warps
		Standing & Running Rigging	in good order

General Observations, Opinion as to Class, &c. This vessel is in good order throughout in hull & machinery. I am of opinion she is worthy of being continued in her present 100 A 1 character as elapsed, being fit to carry dry & perishable cargoes to any part of the world.

The Amount of Entry Fee ... £ 3 16. 37 received by me, £ 80. 37
 Special ... £ : 64. Sept 1878
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £ : :)
 Committee's Minute 10th November, 1878.
 Character assigned 100 A 1
 Dropt 70
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 © 2019 Lloyd's Register Foundation

22124 Iron

plates, all slack rivets driven out & replaced new, and the mud work
carefully cemented inside & well coated with paint outside.
The Hull sustained no further damage, and the bottom has
been scraped clean & well coated with paint as before.

L. Hurme.



© 2019

Lloyd's Register
Foundation