

42113
REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at *London* Date, first Survey *Mar 30* Last Survey *8th Dec* 1882
Reg. Book. on the *Iron Screw Steamer Wimbledon* (No. of Visits) Master *Sheldrake*
TONNAGE under Tonnage Deck *1474* Built at *Stockton* When built *1872* MONTH. *12*
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 *1474* Owners *Harris and Brown* Port belonging to
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St' mer, cut on Bm. *957* By whom built *Richardson & Duck* Destined Voyage
Surveyed Afloat or in Dry Dock *Swansea Wharf & Dry Dock*
(State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100 A1* Character in Register Book.

Last Survey, No. *631* Port *Port* Classed *100 A1*

REPAIRS, OR EXAMINATION AS PER RULE *for the Survey at Swansea* *S. S. L. No 279*

Cause of Repairs to be clearly stated.

Request
Then vessel was placed in dry dock and submitted for special survey No 3 and the following carried out. The outside of shell plating scraped and an examination of the bottom made. All close fitting in each hold removed, tanks cleaned out and examined. Coal bunkers cleared, the frames, bulkheads &c throughout the vessel chipped and all oxidation removed. From the general good condition of the shell plating it was not considered necessary to drill holes the spars and equipment examined and the other conditions of the rules carried out. New done. New angle iron fitted to the lower part of funnel plating, and the top plating repaired in way of hatchway. Iron shifts of deck removed in way of bunkers and the caulking made good. Rudder examined and put in efficient order. The condition of bottom examined and made good.

Present Condition of the
Decks *good* Greenalls *good* Ketch *good* Windlass and Capstan *good*
Waterways *do* Breasthooks and Stemson *do* Pumps *do*
Comings *do* Transoms, Pointers, and Crutches *do* Boats *do*
Upper Deck Beams & Fastenings *do* Timbers of the Frame at the openings *do* Masts, Yards, &c. *do*
Lower Deck Beams & Fastenings *do* Ditto Ditto at other places *do* Condition, how ascertained *See*
Planksheers *do* Keelsons *do* Sails *Complete*
Sheerstrakes *do* Clamps and Shells *do* Anchors No. of *3 13 12 2 1/2*
Topsides *do* Ceiling *do* Cables *Complete*
Wales *do* Rudder *do* Hawser and Warps *good*
Plank (Bottom) and Counter *do* Copper (or Y.M.) When put on *do* Standing & Running Rigging *good*
Engine Room Skylights *good* Coal Bunker, Openings, Lids, &c. *good* Scuppers *good* Cargo and Main Hatchways *good* Hatches *good*

General Observations, Opinion as to Class, &c. *Being in good and efficient condition and the requirements of the Rules for Class 3 having been complied with we are of opinion that vessel is eligible to remain as classed and marked S. S. L. No 3. 82*

The Amount of Entry Fee ... £ ... received by me, *W. F. E.*
18/1/83 Special ... £ *5: 5: - 26/1 1883*

Certificate (if required) to be sent as per margin... *£ 42 10 0*

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

42113 *Ln*

where required. The fault in fore hold tested to the required height and found tight. The vessel proceeded to sea without completing the survey for letting the after tank and at the request of the Manager for the Owners this was allowed to stand until her return voyage, an opportunity has now been afforded and this portion of the survey completed. Sailing in hold said as before

Warrant
Wm L. Davey