

REPORT of SURVEY for REPAIRS, &c.

47613

No. 47613 Port of London Received in London Office, WEDNES. 21 SEPT 1887
 No. in Reg. Book. 141 Survey held at London Date, First Survey 23rd March Last Survey 29th Aug. 1887
 on the S. "Thersonese" Master R. Hickson H. When 1855

TONNAGE:—
 NET 1711 Built at Belfast By whom R. Hickson H. When 1855
 GROSS 1811 Owners G. Duncan H. Port belonging to London
 UNDER DECK 1319 Owner's Address _____
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Victoria G. Dock Destined Voyage _____
 Length of Poop _____ ft.: of Forecastle _____ ft.: of Raised Qr. Deck _____ ft.: Moulded Depth _____ ft. ins.
 (if these particulars are not yet recorded in the Register Book.)
 Last Survey, No. 45584 Port London S.S. No. 3 Classed 100 A1
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)
 Society's Freeboard (if assigned) in Summer 9 ft. 0 ins.
 as painted on Ship in Winter _____ ft. _____ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3.

This vessel has now been prepared for survey by the removal of all the close ceiling whereby the framework, plating & riveting were exposed as well as the cement in the flat of the bottom which was found to be satisfactorily adhering to the iron. Where the cement was thin it has now been made good & in some of the 2nd floor spaces the cement has been made up level with the top of the floors. All the iron work under the close ceiling has now been cleaned and recrated & the ceiling relaid.

With regard to the shell plating, the part from the bilge to the keel was found to be in good condition & being without apparent diminution was not drilled. At the fore part the forward plate & the stem had been somewhat worn by the friction of the cable chains; this has now been made good by the fitting and riveting, so as to well cover it, of a steel shoe piece 7/16" thick.

In the strake under the sheer strake which was

PRESENT CONDITION OF THE			
Decks	<u>good</u>	Planks (Bottom) & Counter	<u>good</u>
Waterways	<u>"</u>	Trunnions or Rivets	<u>"</u>
Comings	<u>"</u>	Breasthooks and Stemson	<u>"</u>
Up'r Dk. Beams & Fastenings	<u>"</u>	Transoms, Pointers, & Crutches	<u>"</u>
Low'r Dk. Beams & Fastenings	<u>"</u>	Timbers of Frame at the openings	<u>"</u>
Plank sheers	<u>"</u>	Ditto ditto at other places	<u>"</u>
Sheerstrakes	<u>"</u>	Keelsons	<u>"</u>
Topsides	<u>"</u>	Clamps & Shelves	<u>"</u>
Wales	<u>"</u>		
Engine Room Skylights	<u>"</u>	Coal Bunker, Openings, Lids, &c.	<u>"</u>
		Scuppers	<u>good</u>
		Cargo & Main Hatchways	<u>good</u>
		Hatches	<u>"</u>

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is in good condition & is in our opinion to remain as classed & to be marked

S.S. Lon No 3 - 87

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 4 : 0 : 0
Office Fee (if chargeable) per Scale II., Sec. 27...	£ 2 : 0 : 0
Survey Fee (per Section 28)	£ 6 : 6 : 0
Special on Damage, Fee (if any) (per Sec. 28)....	£ 0 : 0 : 0
*Certificate (if required) to be sent as per margin	£ 5 : 0 : 0
Travelling Expenses (if chargeable)	£ 0 : 0 : 0
Second Surveyor's Fee (if any)	£ 0 : 0 : 0

Fees received by me, 23/9 1887

W. C. Davey
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRIDAY 23 SEPT 1887

Character assigned 100 A1 S.S. No 3 - 87

If a Steam Ship, state particulars whether or not a Report is also sent on the Machinery

Form No. 2 for Repairs—5000—21/3/87—Transfer Ink—T & S. The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character precisely as in Register Book

LON 681-0126

47613 Son

doubled for a part of its length. The portion not doubled was drilled and being found under $\frac{5}{16}$ thick the doubling with plates $\frac{7}{16}$ thick was continued to within 10 ft from each end.

In the inside chocks next below this the plating on being drilled was found in the greater part of its length to be $\frac{5}{16}$ & under and this chock has now been doubled for a similar length to the above mentioned with $\frac{8}{16}$ for 150 ft & $\frac{7}{16}$ for the remainder.

In the N1 chock, 4 plates amidships & one aft all on the port side and two aft on the starboard side in the same chock were found on being drilled to be under $\frac{7}{16}$ thick & similarly wasted were found to be one plate forward in K chock on the port side & one aft in H chock on the starboard side. These have now all been renewed.

In the remainder - each plate being drilled - the thickness being fully $\frac{7}{16}$ to $\frac{9}{16}$ was considered satisfactory.

A considerable number of the frame rivets - between the main deck beams & the bilge doubling - had gone wrong & the rivets in a good many of the beam ends which were also wasted have now been renewed & the caulking of butts & seams wherever required has now been made good.

In way of the defective frame rivets the frame clips were also wasted these have now been renewed.

A good many defective rivets were found in the frames & reverse frames in the Nelson lugs & in the main deck stringer plates. These have all been cut out & renewed.

The Rudder has been lifted stuffing box re-packed new heel pin fitted on & jockey rebushed.

New margin plank has been fitted to deck ends forward on upper deck & the deck recaulked.

The masts & span have now been overhauled a new fore topgallant yard supplied. The iron main mast on account of being wasted has been renewed in the plating from main deck down to the heel & the inside courses of plates of the fore mast have been doubled from the heel to 30 ft above, the heel itself being doubled & the mast step renewed. The iron yards have been repaired & all the smiths work in connection with the mast span & rigging has been made efficient - A new chain jammer has been fitted to the bowsprit.

One new hawser of $10\frac{1}{2}$ in & one of $6\frac{1}{2}$ in each 90 fathoms in length have now been supplied to complete equipment.

The vessel has been thoroughly cleaned and recoated inside & out.

Wm. G. Dacey
Geo. H. Cooper
Thos. C. Gray