

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *256* Survey held at *London* Date of Writing Report *18* Port of *London*
 on the *S.S. "Perim"* Date, First Survey *25th Sept^r* Last Survey *26th Oct^r 1889*
 TONNAGE:— NET *867* GROSS *1329* UNDER DK. *1254*
 Built at *Glasgow* By whom *Lon & Glas. Co.* Master *C. Oldham*
 Owners *R. W. Cousins & Co.* When *1877* Port belonging to *London*
 Owners' Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Commercial* Destined Voyage
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins.
 Last Survey, No. *1800* Port *London* *L.M.C. 11.87* Classed *S.S. No 2-85*
 State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer *4* ft *5* ins.
 of any letters respecting this case. as painted on Ship in Winter *4* ft *8* ins.

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

This vessel has now been placed in dry dock & prepared for this survey by the removal of all the close ceiling throughout. The water bulkhead tanks have been cleared cleaned & examined and tested in accordance with the rules & are in good condition.

The coal bunkers have been cleared cleaned and examined. In the shell plating at the upper part of these bunkers holes have been drilled in order to ascertain thickness, when it was found that the plates were $\frac{1}{16}$ thick as originally. Under the girders & brises the framework has been examined & being found somewhat wasted under the latter the reverse bars & part of the angle bars on keelsons have been either renewed or covered with a strengthening plate to make good these deficiencies. In the cross bunker in well of the hatchway the bulkhead & part of the casing were found wasted. These wasted parts have now been cut out and renewed.

The deck has been tried & with the exception of a part

PRESENT CONDITION OF THE

Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>Complete</i>
Waterways	<i>4</i>	Treenails Rivets	<i>4</i>	Rudder	<i>4</i>	Masts, Yards, &c.	<i>good</i>
Comings	<i>4</i>	Breasthooks & Stemson	<i>4</i>	Windlass & Capstan	<i>4</i>	Condition, how ascertained	<i>inspected</i>
Up'r Dk. Beams & Fastenings	<i>4</i>	Transoms, Pointers, & Crutches	<i>4</i>	Pumps	<i>4</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>4</i>	Members of Frame at the openings	<i>4</i>	Cement (if Iron Ship)	<i>4</i>	Anchors No. of	<i>313. 15. 24</i>
Plank sheers	<i>Rating good</i>	Plates at other places	<i>4</i>	Caulking of Bot'm, D'k, & Watrways	<i>4</i>	Cables	<i>Complete good</i>
Sheerstrakes		Keelsons	<i>4</i>	Copper on Y-M	<i>4</i>	Hawsers & Warps	<i>good</i>
Topsides		Clamps & Shelves	<i>4</i>	When painted	<i>4</i>	Standing & Running Rigging	<i>4</i>
Wales	<i>good</i>	Coal Bunker, Openings, Lids, &c	<i>good</i>	Scuppers	<i>good</i>	Hatches	<i>4</i>
Engine Room Skylights	<i>good</i>			Cargo & Main Hatchways	<i>good</i>		

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

This vessel is in good condition, eligible, in our opinion to remain as classed & be marked *S.S. Lon No 3 - 10, 88*

with record of last survey *10, 88*; also freeboards to be recorded.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	4	0	0
Office Fee (if chargeable) per Scale II., Sec. 27...	£	8	0	0
Survey Fee (per Section 28)	£	8	0	0
Special on Damage, Fee (if any) (per Sec. 28)....	£	5	0	0
*Certificate (if required) to be sent as per margin	£	5	0	0
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any) <i>10/10</i>	£			

Fees applied for,

30. 10 1889.

Received by me,

31/10 1889

G. Stapleton
 Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES 5 NOV 1889

LMB 10/89
 Record Free Board

Committee's Minute *FRIDAY 1 NOV 1889*
 Character assigned *100A1*

Write off

SS No 3 - 10/89

alongside the engine & boiler casing on each side, was found to be good. The part accepted was found to be thin & has been renewed. Before this new deck was laid the rim work, beams struts & ties, was scaled & recoated; one piece of the boiler hatch framing, being thin, renewed & a short piece of additional tie plate fitted. One shift of the deck forward on the starboard side has been renewed & the deck recaulked where necessary.

Outside a steel chime piece has been fitted to cover the forepost where the plating has been slightly scored by the chain cables.

Masts, spars, & equipment generally, have been overhauled & made good. Midden scrubbed, Chain cables ranged & found complete and good, and the hatches repaired where necessary.

All scale & rust have been chipped or taken off from the rim surfaces the outside of the vessel recoated, & the inside where necessary. Ceiling retaid the plaster part thereof being new.

The forward marking has been done in accordance with the Committee circular & is in the position assigned per Committee Minute of 24/10/89 viz.

Summer	4.5
Winter	4.8
Fresh water above centre of disc	4.5

Rev. J. Cooper

G. Stambury