

REPORT of SURVEY for REPAIRS, &c.

No. *412* Date of Writing Report *27th August 1891* Port of *London* Received in London Office, *FRI 28 AUG 1891*

No. in Reg. Book. *412* Survey held at *London* Date, First Survey *22nd August* Last Survey *27th August 1891*

on the *Iron Screw Steamer "London"* Master *W. J. Howes* *47 83-84*

TONNAGE:— NET *996* Built at *Newcastle* By whom *A. Leslie & Co* When *1862* YEAR. MONTH. *3rd*

GROSS *1549* Owners *J. Hall Jun & Co* Port belonging to *London*

REGISTER DK. *1544* Owners' Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *In Dry Dock* Name of Dock *Canal Dry Dock* Destined Voyage *Lisbon*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100 A. 1.*

Last Survey, No. *50909* Port *Lon* *Classed* *100 A. 1.*

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part special survey No 2.*

This vessel has been placed in dry dock. The bottom examined and is in good condition. The timber boards and ceiling equal to three strakes fore & aft on each side, removed. The peaks examined. The cement examined and is in good condition. The ballast tank in the engine & boiler space filled and tested by a head of water to the height of the light water line. The windlass is strong in good condition. The chain cables ranged & examined and are complete and good. The masts and spars examined.

Part of the close ceiling in Nos 2 & 3 holds renewed. One new boat supplied. The following is required to be done to complete the special survey No 2 viz: all the bunkers spaces to be cleared & ceiling in the same to be removed as per Rule and examined. The mast wedges are also required to be removed - and the inside of the ballast tank to be examined.

PRESENT CONDITION OF THE		Plank		Ceiling		Boats	
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>		<i>good</i>		<i>good</i>
Waterways	<i>do</i>	Trunnels or Rivets	<i>do</i>	Rudder	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Roofings	<i>do</i>	Breasthooks & Stemson	<i>do</i>	Windlass <i>steam winches</i>	<i>do</i>	Condition, how ascertained	<i>by examⁿ</i>
Upper Dk. Beams & Fastenings	<i>do</i>	Transoms, Painters, & Crutches	<i>do</i>	Pumps	<i>do</i>	Sails	<i>good</i>
Lower Dk. Beams & Fastenings	<i>do</i>	Timbers of Frame at the openings	<i>good</i>	Cement (if Iron Ship)	<i>do</i>	Anchors No. of	<i>3 B. 1 S. 2 K</i>
Plank sheers	<i>do</i>	Ditto ditto at other places	<i>do</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>do</i>	Cables	<i>ranged - 270 fms - good</i>
Sheerstrakes	<i>do</i>	Keelsons	<i>do</i>	Copper, or Y.M.	<i>(State if on Pett.)</i>	Hawsers & Warps	<i>good</i>
Topsides	<i>do</i>	Clamps & Sheifs	<i>do</i>	When put on		Standing & Running Rigging	<i>do</i>
Wales	<i>do</i>					Hatches	<i>do</i>
Engine Room Skylights	<i>do</i>	Coal Bunker, Openings, Lids, &c	<i>good</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

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

This vessel is in good and efficient condition, eligible in my opinion to remain as classed and to have record of survey "A, 91", and when the remainder of the special survey No 2 as above stated has been complied with, to be marked S. L. No 2 in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, <i>29/8 1891</i>
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	5	10 : 0	Received by me, <i>9.9.1891</i>
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any) <i>Sp. maker</i>	£	0	10 : 6	

Committee's Minute

Character assigned

TUES. 1 SEP 1891

Deferred

FRI 1 JAN 1892

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