

## REPORT of SURVEY for REPAIRS, &amp;c.

Report of Survey when handed in at Local Office

Port of London

THURS. 8 SEP 1892

Survey held at London

Date, First Survey 1<sup>st</sup> April Last Survey 5<sup>th</sup> Sept 1892

on the Wood, Iron or Steel Screw Steamer "Wimbledon" Master

Built at Stockton

By whom Richardson, Duck &amp; Co

When 1892

MONTH

12

Owners

J. Brodie &amp; Co (Lims)

Port belonging to

London

Owners' Address

13 Fenchurch Buildings Fenchurch Street E.C.

(if not already recorded in Appendix to Register Book.)

ed Afloat or in Dry Dock? in Dry Dock Name of Dock West India Dry Dock Destined Voyage

Ba tons; f tons; uE&amp;B tons; CellDB tons; FPT tons; APT tons; MT tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

N.B.—All alterations in the existing records should be underlined.

Survey, No. 53116 Port London

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; details being detailed in the body of the report, should be summarised in the form shown below. Whenever the nature of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment. State also the dates and initials of any letters respecting this case.

OR EXAMINATION AS PER RULE, FOR Damage repairs &amp; L.L. No. 3.

This vessel having been damaged and submerged for some considerable time at Harwich is now been placed in dry dock and prepared for survey by the removal of all close ceiling in the holds & bunkers, the lifting of all stokehold and engine room flooring, all casing round pumps &c. The ballast tanks, peaks and deck sections cleared. All the mud and dirt between the floors and elsewhere removed & the iron surfaces cleaned & all oxidation removed. The bottom was found to be slightly set up, especially in the engine and boiler space, the bulkheads thereof well as the boiler and bunker casing were found buckled, bent and started.

In consequence of this damage, the following has now been done viz: on the starboard side forward, one broken plate of the garboard strake renewed. In the boiler space, on the port side, one broken plate in the strake next the garboard strake viz: in (B) strake renewed, one plate of (B) strake and two plates of (C) strake on the port side, and being cut out (P.T.O.)

DAMAGE REPAIRS: — Plates, Faired or Repaired; Frames, ditto. 5 Plates, Renewed; Frames, ditto. Other Repairs one bulkhead repaired &amp; part renewed.

CONDITION OF THE

good	Transoms, Pointers, & Crutches	good	Copper, on Hk.	Hatches	good
02	Timbers of Frame at the openings	02	(State if new or old)	Boats	02
02	Ditto ditto at other places	02	When put on, Month	Masts, Yards, &c.	02
02	Keelsons	02	Year	Condition, how ascertained	by exam <sup>n</sup>
02	Clamps, Shells & Stringers	02	Rudder	Sails	good
02	Salting (State if examined.)	02	Windlass & Capstan	Equipment letter	9 3 B 17 2 K
02	Ceiling	02	Pumps	Anchors, No. of	3 B 17 2 K
02	Cement or Asphalt (State which.)	02	Engine Room Skylights	Cables (State if now ranged)	yes 11
02	Tanks (State if now tested.)	02	Coal Bunker, Open'gs, Lids, &c.	" length 300 fms size	1 1/2
02	Caulking of Bot'm, D'k, & Wat'rw'ys	02	Scuppers	" Rule length 270 fms size	1 1/2
02		02	Cargo & Main H'tch'w'ys	Hawsers & Warps	good
				Standing & Running Rigging	02

## Observations, Opinion as to Class, Recommendation, &amp;c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon the survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in good and efficient condition, eligible in our opinion to remain classed, and to have record of survey "9,92," and the requirements of the Rules for L.L. No. 3 having been fully complied with, to be marked in the Register Book "L.L. Lon. No. 3-92," and to have record "drp. 92."

Chargeable) per Scale II., Sec. 27 .....	£	:	:	Fees applied for,	
Section 25) .....	£	8	0	0	89/18/92
Repair Fee (if any) .....	£	5	5	0	Received by me,
Fees (if chargeable) .....	£	:	:	:	89/18/92
Fee (if any) <i>must make</i> .....	£	0	10	6	

HULL CERTIFICATE WRITTEN. FRI 9 SEP 1892

Surveyor's Minute assigned

J. H. Truscott  
Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES. 5 JAN 1893

100A1  
drp. 92

Write Own



found them have been renewed together with all defective rivets. All the cement in bottom under the main boiler has been cut out and renewed. The greater part of the bulkhead of the main hold removed - three plates of the same renewed and the remainder refitted - and in order to preserve it in shape, additional stiffeners have now been worked viz: 6" bulb iron stiffeners fitted to the alternate vertical angle iron stiffeners. The fore and aft bunker bulkhead in the engine room, starboard side refitted - ten plates of same renewed. The after bulkhead of the engine room, from the engine room platform upwards, has been unriveted, straightened & re-riveted and six angle iron stiffeners fitted to the same. The engine room casing on each side in the alley ways, removed & refitted, and three plates renewed on the starboard side, and in order to preserve the shape, three tee iron vertical stiffeners have been worked to this casing, each side of engine room. Eleven stanchions in the main hold refitted and an extra stanchion fitted under a semi-box beam in this hold. In the after hold, five stanchions, also two plates of funnel top refitted. On the port side in the boiler room, eleven of the intercostal plates doubled to the height of the top of the floors. In the after ballast tank, the reverse irons under one girder doubled, and the longitudinal angle iron on floors renewed on each side of tank, the longitudinal angle to another girder, at lower edge of same, has been doubled on each side of tank. Several rivets renewed on each side of vessel forward first strake below sheerstrake.

Over the part of the bottom, about 65 feet amidships, which remains slightly damaged, the angle iron of the side intercostal keelson, on each side of vessel has been replaced by a bulb angle  $9" \times 3\frac{1}{2}" \times 9/16"$ .

Portions of the deck planking over the stringer plates were removed in order to see the condition of the iron surfaces; these being found good, the planks were replaced. A small portion of the after end of the deck doubled.

The ballast tanks have been tested by a head of water to the height of the light.

The ceiling in the holds, refitted and made good. The chain cables removed & replaced.

The masts and spars examined. One broken lower anchor viz: the second lower anchor replaced by another anchor, particulars as follows viz: weight ex. stock 27-0 proof strain 26-9-1-14 - No of certificate 13863 - J. Harbours Sup<sup>dt</sup> - 16<sup>th</sup> Oct<sup>r</sup>/84.

The hatches of hatchways repaired - some of the hatches renewed. The pumps and sluice valves overhauled and made good. Iron rails and stanchions on deck repaired. One length of main rail on starboard side forward renewed.

The fore companion of forecabin, also the engine room skylight repaired. Two boats repaired. The rigging repaired. Two pulleys of mudder re-riveted and two rebushed. The vessel painted inside and outside.

In carrying out the above repairs, it will be seen that the whole of the requirements of the Rules for the S. S. No 3 have been complied with, except the drilling of the rivets which was done on the occasion of the special survey held in October/89 and was not deemed necessary to be drilled again on the present survey.

\* Weight ex. stock of 2<sup>nd</sup> lower anchor as per Rule is 25½ cwt. Equipment letter is 9.

Surveyor to Lloyd's Register of British & Foreign Shipping

J. H. Truscott  
2019  
Lloyd's Register  
Foundation