

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8<sup>th</sup> March 1894 When handed in at Local Office 18

Port of London

No. in Survey held at London

Date, First Survey 17<sup>th</sup> Feb<sup>y</sup> Last Survey 5<sup>th</sup> March 1894

Reg. Book.

650 on the Wood, Iron or Steel Screw Steamer "City of London". Master J. Berry.

TONNAGE:—

Built at Newcastle

By whom Schlesinger, Davis & Co When 1891

GROSS 351

Owners D. C. Thomas & Sons.

Port belonging to London.

UNDER DK. 262

NET 182

Owners' Address

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Union Dry Dock.

Destined Voyage Brussels

WB=DbA

tons; f

tons; uE&B

tons; CellDB

tons;

FPT

tons; APT

tons; MT

tons.

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.

Machinery and Boiler  
Survey (including date of N.B., if any).

±100 A.1.  
12.93.  
Lon.

±1.11.12.91.

Last Survey, No. 52960 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement 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 Letter, if any. State also the dates and initials of any letters respecting this case.)

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repair of damage by collision.

On the port side abreast the after end of the engine room, the following plates renewed viz: one plate of the bulwark plating, two plates of the side plating of the raised quarter deck, one plate of the sheerstrake, two plates of the first strake and one plate of the second strake below the sheerstrake. Three bulwark stanchions repaired and refitted. Two lengths of bulwark rail renewed. One plate of the raised quarter deck stringer plate and a length of gunwale angle bar on the same renewed. Three plates of the raised quarter deck on the port side refitted; one plate of the strake at the middle line faired in place; and on the starboard side, one plate refitted and three plates faired in place, the stringer plating on the starboard side faired at a butt. The angle bar connecting the casing at after end of engine room to the raised quarter deck refitted. The angle bar connecting the fore headledge of the after hatchway to the raised quarter deck refitted. Two half beams in the engine room renewed and one refitted. Two beams of the raised quarter deck refitted. Three pillars to raised quarter deck refitted.

SUMMARY OF DAMAGE REPAIRS: 1 Plates, Faired or Repaired; 2 Frames, ditto. 7 Plates, Renewed; 3 Frames, ditto. Other Repairs ✓

## PRESENT CONDITION OF THE

Decks	good	Transoms, Decks, & Crutches	not exam <sup>d</sup>	Copper, or P.M.		Hatches	good
Waterways	02	Timbers of Frame at the openings	good	(State if on P.M.)		Boats	02
Coamings	02	Ditto ditto at other places	02	When put on, Month	Year	Masts, Yards, &c.	02
Up'r Dk. Beams & Fastenings	02	Keelsons	02	Rudder	good	Condition, how ascertained	from deck
Low'r Dk. Beams & Fastenings	02	Clamps, Skids & Stringers	02	Windlass & Capstan	02	Sails	part been - good
Plating	02	Salting	02	Pumps	not exam <sup>d</sup>	Equipment letter	e
Planking	02	(State if examined.)	02	Engine Room Skylights	good	Anchors, No. of	2 B. / 1 R.
Trees or Rivets	02	Ceiling	02	Coal Bunker, Open'gs, Lids, &c.	02	Cables (State if now ranged)	no
Breasthooks & Stemson	not exam <sup>d</sup>	Cement or Asphalt (State which.)	02	Scuppers	02	length	✓ size ✓
		Tanks	not exam <sup>d</sup>	Cargo & Main H'tch'w'ys	02	Rule length	✓ size ✓
		(State if now tested.)	no			Hawsers & Warps	good
		Caulking of Bot'm, D'k, & Wat'r'w'ys	good			Standing & Running Rigging	02

## General Observations, Opinion as to Class, Recommendation, &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 this 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 my opinion to remain as classed, and to have record of survey 3, 94.

Office Fee (if chargeable) per Sec. II, Sec. 27	£	:	:	Fees applied for,	
Survey Fee (per Section 25)	£	:	:	10. 3. 18. 94	
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	5	: 5 : 0	Received by me,	
Travelling Expenses (if chargeable)	£	:	:	17/4/ 18. 94	
Second Surveyor's Fee (if any)	£	:	:		

\*Is Certificate now required?

Committee's Minute

Character assigned

TUES. 13 MAR 1894

100A1

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



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Lloyd's Register Foundation

LON701-0318



55249. *Jon*

two extra pillars worked. Part of each frame of the double frame of the after engine room bulkhead renewed on the port side. Part of the first frame fore side of this bulkhead and the whole of the reverse frame renewed. The next two frames and reverse frames in the engine room faired in place.

One plate and a length of three longitudinal angle bars of the stringer below the raised quarter deck renewed - some lugs to shell renewed.

The double angle bar at upper edge of the after engine room bulkhead renewed on the port side. The next horizontal angle bar or stiffener renewed from side to side - and the next below renewed on the port side - one below this refitted. Two plates of this bulkhead renewed; one plate refitted and one plate faired in place; - three vertical stiffening angle bars refitted.

The steam winch abaft the main mast refitted. The steering gear aft repaired and refitted. The poop deck recaulked. The fittings in the Captain's cabin repaired. One tee iron skid beam and one davit refitted.

The bottom examined.

*J. H. Truscott.*