

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17/1/95 When handed in at Local Office 17/1/95 Port of London

No. in Reg. Book 671 Survey held at London Date, First Survey 9/1/95 Last Survey 15/1/1895

on the Wood Iron or Steel S/S "City of London" Master Berry YEAR. MONTH.

TONNAGE:- Built at Newcastle By whom Schlesinger & Davis & Co When 1891 12

GROSS 351 Owners D. C. Thomas & Sons Port belonging to London

UNDER DK. 262 Owners' Address Union Dry Dock Destined Voyage Brussels

NET 182 (If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Union Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

WB=DBa tons; f tons; uE&B tons; CellDB tons; FPT tons; APT 17 tons; MT tons.

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 56039 Port London

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs

in consequence of a collision with the S/S Telesella

of London whilst lying at anchor just below Gravesend on January 7th 1895.

on the port side of after hold:-

one sheer strake plate renewed, 1 plate in each of

the first, second & third strakes below sheer, removed

faired & replaced, 1 plate faired in place in 2nd strake.

one stringer plate & angle bar renewed, 1 deck plate

removed faired & replaced, 1 sheer strake plate faired in

place. 1 frame partly renewed, 2 new reverse frames fitted

1 bulwark plate removed faired & replaced, 3 bulwark

stanchions repaired, 2 beams repaired with large knees

1 length frail angle renewed, 1 boat skid repaired &

SUMMARY OF DAMAGE REPAIRS: 5 Plates, Faired or Repaired; 2 Frames, ditto. 1 Plates, Renewed; Frames, ditto. Other Repairs: Stringer plate renewed

PRESENT CONDITION OF THE Good Transoms, Pointers, & Crutches. Good Copper or T.M. Good Hatches. Good

Decks Good Timbers of Frame at the openings. Good (State if on Felt.) Good Boats. Good

Waterways Good Ditto ditto at other places. Good When put on, Month Year Good Masts, Yards, &c. Good

Coamings Good Keelsons Good Rudder Good Condition, how ascertained Good

Up'r Dk. Beams & Fastenings Good Clamps, Stays & Stringers. Good Windlass & Capstan Good Sails Good

Low'r Dk. Beams & Fastenings Good Seldings (State if renewed.) Good Pumps Good Equipment letter Good

Plating Good Ceiling Good Engine Room Skylights Good Anchors, No. of 37 - 18 - 25

Blankings Good Cement or Asphalt (State if renewed.) Good Coal Bunker, Open'gs, Lids, &c. Good Cables (State if now ranged) no

Transoms or Rivets Good Tanks (State if now tested.) Good Scuppers Good length complete

Breasthooks & Stems Good Caulking of Bot'm, D'k, & Wat'rw'ys. Good Cargo & Main H'tohw'ys. Good Rule length complete

Hawsers & Warps. Good Standing & Running Rigging. Good

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 pEND91, &c."

This steamer now appears to be in a sound & efficient condition, eligible in my opinion to remain as classed with a fresh record of survey Jan 1/95

Office Fee (if chargeable) per Scale II, Sec. 27 £

Survey Fee (per Section 25) £

Special Damage Report Fee (if any) (per Sec. 26) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

*Is Certificate now required?

Committee's Minute 100A

Character assigned 100A

Fees applied for, Received by me, Edmond J. W. Turner Surveyor to Lloyd's Register of British & Foreign Shipping.



Is a Report also sent to the Machinery of the Ship? If not, state whether, and when, one will be sent? *Certificates, if required, to be sent to Form No. 2 for Repairs, 205-1000-16/7/94. -Transfer Ink. (The Surveyors are requested not to write on or below this space for Committee's Minute.)