

THUR JUN 25 1896

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24 June 1896 When handed in at Local Office 18 Port of London
No. in Reg. Book. Survey held at London Date, First Survey 27th April Last Survey 22 June 1896
(No. of Visits 27)

472 on the Wood, Iron or Steel &c. m "London" Master Holmes

TONNAGE:— Built at Newcastle By whom A Leslie & Co When 1862 3

GROSS 1574 Owners J Hall jun & Co Port belonging to London

UNDER DK 1544 Owners' Address

NET 996 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Name of Dock Fletcher Destined Voyage Company

WB=CellDBorDBa tons; uE&B tons; f tons; } Particulars of Classification (which must be inserted

FPT tons; APT tons; MT tons. } precisely as in Register Book & Supplements).

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. 56501 Port London

(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.)

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

All the requirements of this survey have now been held. The vessel was placed in dry dock, the bottom & madder examined, & found in good condition.

All else ceiling removed, bilge cleaned, & cement & iron work found good.

All sparring removed, & sides of holds taken down, & peaks examined. Coal bunkers cleared, & iron work here & in Machinery space found in good condition.

Hullship double bottom cleaned & examined internally & tested with a head of water as required by the rules.

Cables ranged & found in length & size as stated below.

WT down Pumps & other valves overhauled. Masts & spars examined.

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aloft & weager with diam. Deck lined & found of substantial thickness.

The scantlings of the framework generally were found to be substantial, with but little evidence of wastage; at certain places, however, in way of lights & carings, considerable wastage had occurred in the frames & Riv. bars. This was confined to the tween decks & has been made good by the renewal of the parts. Fifteen frame angles, & Fifty-one Riv. bars have been renewed at diff^t parts of tween Decks all for 9 aft.

Twelve De side lights, 21 in number, have been covered with inside patch plates.

The upper deck forward on Star^d side has been renewed for about 20 feet. The central part of deck forward, where laid with oak, was found defective, in places, & has been doubled with pine.

A large number of rivets at different parts of shell were found considerably wasted in the heads, & have been renewed. A number of frames have been riveted to Riv. bar & to shell Runt having forced the two parts asunder. Some B.H.² deck bars have been riveted for the same reason.

The shell plating has been ^{drilled} ~~lined~~ in three places on each side, the various thicknesses being shown on sketch below. A large number of shell plates in upper tween decks were found to be locally wasted, 17 have been renewed on Star^d side & 6 on Port side; & at 28 places they have been doubled, the most of these places being under the lights.

ACIA.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

← 30' →			← 20' →			← 30' →		
Star ^d	Port		Star ^d	Port		Star ^d	Port	
10/16	7/16	9/16	10/16	U	11/16	7/16	8/16	10/16
8/16	8/16	8/16	10/16	T	10/16	9/16	8/16	9/16
8/16	8/16	8/16	9/16	S	9/16	8/16	8/16	9/16
8/16	8/16	8/16	9/16	R	10/16	8/16	8/16	8/16
8/16	8/16	8/16	9/16	Q	9/16	8/16	8/16	8/16
8/16	8/16	8/16	10/16	P	10/16	8/16	8/16	8/16
8/16	8/16	8/16	10/16	O	9/16	8/16	8/16	8/16
9/16	8/16	8/16	10/16	N	10/16	8/16	8/16	8/16
9/16	8/16	8/16	9/16	M	10/16	8/16	8/16	8/16
9/16	8/16	8/16	9/16	L	10/16	8/16	8/16	8/16
9/16	8/16	8/16	10/16	K	11/16	8/16	8/16	8/16
9/16	8/16	8/16	Cement	J	11/16	8/16	8/16	8/16
Cement				I		Cement		

Reduction at ends allowed by the present Rules

Thicknesses amended as per 1st entry report

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