

WED, 16 NOV 1898

No. 60440

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

Date of writing Report 18 When handed in at Local Office 18

Port of London

No. in  
Reg. Book

Survey held at London

Date, First Survey 12<sup>th</sup> Oct 98 Last Survey 15<sup>th</sup> Nov 1898

233

on the ~~Wood~~, Iron or Steel

PERI

(No. of Visits)

Master

Fischer

YEAR

MONTH

TONNAGE:-

GROSS 332

UNDER DEK 891

NET 891

Built at Shields

By whom Readhead Shipley &amp; Co

When 1868 - 12

Owners

Port belonging to

Owners' Address

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

Surveyed Afloat or in Dry Dock?

Name of Dock Brown &amp; Co

Destined Voyage Freeinville

WB=CellDBorDBa

feet; uE&amp;B

feet; J

feet; }

total capacity

tons. FPT

tons; APT

tons; MT

feet

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.  
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 Report, No.

59313

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.

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.  
Years Assigned how expired.  
Machinery and Boiler Surveys (including date of N.B., if any).  
+ \* A 1.  
10/97  
S.S. 1st No 3 6/86  
S.S. 2nd No 2-94  
Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft. 10 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3

This vessel was peaced in dry dock, the bottom examined cleaned and recoated

The whole of the close ceiling removed in holds and the oxidation chipped and beaten off the ironwork throughout the vessel and the surfaces cleaned & coated.

The fore peak, lazarette, cleared and examined plating examined under side lights & cabin lining removed.

The thickness of the shell plating ascertained by drilling in various parts as shown by sketch attached.

The mast spars and rigging examined aloft and the wedges removed.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	De. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								
PRESENT CONDITION OF THE	Stringers	Inner-Bottom Plating	State of Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State of condition)	Rudder	Windlass
Decks	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Dblg. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways
Caulking of Decks	Hatches	Planking of Wood Vessels	Treenails	Breasthooks & Stemson	Transoms, Pointers, & Crutches	Timbers of Frame at openings	Ditto ditto at other places	Stringers, Clamps & Shelves
Waterways	Salting (State if examined.)	Copper, or Y.M. (State if on felt.)	When put on, Month	Boats	Masts, Yards, &c.	Condition, how ascertained	(State if wedges removed)	Sails
Coatings	Equipment letter	Anchors, No.	Cables (State if now ranged)	length	Rule length	Hawsers & Warps	Standing & Running Rigging	

General 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 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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptnd 98, &c."

This vessel now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of survey Lon 11/98 & the notation S S Lon No 3 (good) 11/98.

Office Fee (if chargeable) per Scale II., Sec. 27	£			
Survey Fee (per Section 28)	£	7	0	0
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	6	6	
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

Fees applied for,

16<sup>th</sup> Nov. 1898

Received by me,

18

Edward J. Turner  
H. M. Mervin  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRI. 18 NOV 1898

+ A 1

ss. 2nd No. 3-11.98



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Lloyd's Register Foundation

LON 717-00233

Place a survey also been held on the Machinery of the Ship? If so, to the Register Book now, or when will it be sent?

Is Certificate required? If so to be sent to

Port of London

Continuation of Report No.

60440

dated

16 NOV 1898

on the

'PERI'

The decks cleared and examined. The deck pumps overhauled tested and examined.

The chain cables ranged out for inspection. The equipment overhauled and the Requirements of the Rules for the Second Special Survey No 3 fully complied with.

Repairs:- The ceiling relaid and repaired where injured by removal. The floors re cement washed & the cement repaired where necessary. The cargo battens repaired & made good.

The pump casing removed, a new suction pipe fitted to the port pump and starboard pipes repointed.

About 50 wet holes filled up with rivets with plate washers under heads, about 12 frame rivets renewed in counter. & in way of cabin.

Six live stanchions removed, repaired straightened and refitted.

Five beam arms to lazarette beams rivetted 4 on the Starboard side and 1 on port side.

Lining in cabins, WC and sail rooms aft also over counter removed and replaced. Iron work cleaned & recoated.

Five doubling plates fitted between frames under side lights in Captains Cabin, sail Room WC & Officers room & the scuttles repaired. 2 bung renewed.

Rudder lifted, pintles bushed, steering gear overhauled and repaired. with 2 new nuts. &

all the forecable side plating on each side renewed 12 plates in number each side, 2 new fore frames fitted & 10 bracket knees at heels of frames. & 2 beam brackets.

The bowsprit removed. The tube and the 2 bulkheads at each end of tube renewed except upper plate of the foremost bulkhead.

The hawse pipes 4 in number removed & refitted except fore hawse pipe on port side which was renewed. The chocks repaired & refitted.

All the soil pipes of the WCs removed and arranged to discharge above deck. the old apertures closed efficiently.

The fore and main hatchway coverings repaired & partly rivetted.

The fore topmast, fore topgallant mast, fore upper topsail yard, main topgallant mast, main topgallant yard, & main topmast renewed. also jib boom.

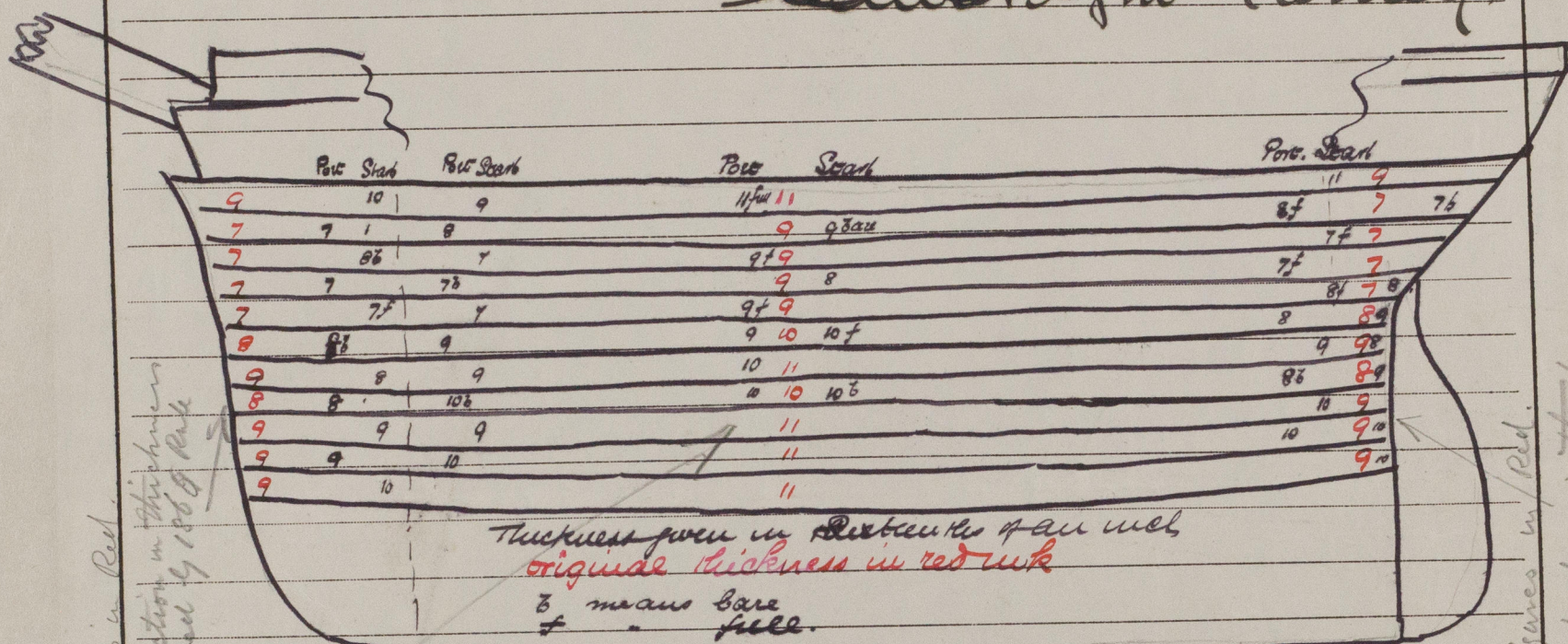
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Port of *London*Continuation of Report No. *60448* dated *Nov 1898* on the**PERI****Repairs (continued)**

The fore cap removed & partly renewed & stiffened by two long side plates. The starboard foremast binnacle repaired. The foremast binnacle & cross trees renewed.

new green heart bolsters to main rigging. main topmast binnacle repaired. new horn hoops fitted to the fore topmast to the both topgallant masts & main topmast.

& the run work aloft generally overhauled. main yard repaired. The sea cocks overhauled & put in order.

*Edward J. Tierney*

Figures in Red.  
Reduction in thickness  
allowed by 1868 Rule

Figures in Red.  
Reduction in thickness  
allowed by 1868 Rule

Rough Sketch showing thicknesses  
of shell plating ascertained  
by drilling

Above thicknesses in Red compared  
with 1st Entry Report.

*JL*

*Edward J. Tierney*  
*H. Moverly*