

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

No. *6432* Survey held at *Dumbarton* Date, First Survey *16<sup>th</sup> Sept* Last Survey *28<sup>th</sup> Nov* 1884  
 No. in Reg. Book. *1* on the *Lev. "Tekapo" (late "Cape Clear")* Master *John Henderson*

Supplement TONNAGE:— Built at *Glenrock* By whom *R. Steele* When *1881* 9  
 NET *1543.84* Owners *Union Steam Ship Co of New Zealand* Port belonging to *Dunedin*  
 GROSS *2338.48* Owners' Address *Dunedin N.Z.*  
 UNDER DK. *2338.48* (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *afloat* Name of Dock \_\_\_\_\_ Destined Voyage *Hago*  
 Length of Poop *✓* ft. of Forecastle *✓* ft.: of Raised Or. Deck *✓* ft.: Moulded Depth *21* ft. *1* ins.  
 (if these particulars are not yet recorded in the Register Book.) Years assigned, if a Wood Ship. Character in Register Book.

Classed *100 A.1.*  
 Last Survey, No. *8755* Port *Glenrock*  
 984

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water *7* ft. *2* ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials ) as painted on Ship- in fresh water *6* ft. *9 1/2* ins.  
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE *Alterations.*

*This vessel was placed in Dry Dock in August last, see Glenrock Report N<sup>o</sup> 8755.*

*The whole of the ceiling from the top of the tanks in the holds has been removed, tops of ballast tanks chipped, cleaned & recoated and the ceiling replaced.*

*A Bridge House (open) has now been fitted in accordance with the approved tracings, there in number, and with the instructions contained in the Secretary's letters of the 15<sup>th</sup> & 18<sup>th</sup> Sept 1884.*

*This Bridge House is 72 ft. long*

*A deck house has also been fitted aft as shown on the above named tracings and the spar deck additionally pillared as requested in the Secy's letter of the 15<sup>th</sup> Sept 1884. The top of this house is extended to the side of the vessel and supported on stanchions as shown.*

*House aft 40 ft. x 17 ft.*

*Cabin accommodation also has been made between*

| PRESENT CONDITION OF THE     |             | Plating                          |             | Ceiling   |             | Boats                      |                               |
|------------------------------|-------------|----------------------------------|-------------|---|-------------|----------------------------|-------------------------------|
| Decks                        | <i>good</i> | Blank (Bottom) & Counter         | <i>good</i> |   | <i>good</i> | 6                          | <i>good</i>                   |
| Waterways                    | <i>good</i> | Rivets                           | <i>good</i> | Rudder  | <i>good</i> | Masts, Yards, &c.          | <i>good</i>                   |
| Comings                      | <i>good</i> | Transoms or Rivets               | <i>50</i>   | Copper, or Y.M. When put on (State if on Felt.) |             | Condition, how ascertained | <i>exam<sup>d</sup></i>       |
| Up'r Dk. Beams & Fastenings  | <i>good</i> | Breasthooks & Stemson            | <i>50</i>   |   |             | Sails                      | <i>good</i>                   |
| Low'r Dk. Beams & Fastenings | <i>good</i> | Transoms, Pointers, & Crutches   | <i>50</i>   | Cement (if Iron Ship)                           | <i>good</i> | Anchors                    | No. of <i>3B, 1A &amp; 2K</i> |
| Planksheers                  | <i>good</i> | Timbers of Frame at the openings | <i>good</i> | Caulking of Bot'm, D'k, & Wat'rways             | <i>50</i>   | Cables                     | <i>said to be complete</i>    |
| Sheerstrakes                 | <i>good</i> | Ditto ditto at other places      | <i>good</i> | Windlass & Capstan                              | <i>good</i> | Hawsers & Warps            | <i>part new good</i>          |
| Topsides                     | <i>good</i> | Keelsons                         | <i>good</i> | Pumps   | <i>50</i>   | Standing & Running Rigging | <i>good</i>                   |
| Wales                        | <i>good</i> | Stanchions                       | <i>good</i> |   |             | Hatches                    | <i>good</i>                   |
| Engine Room Skylights        | <i>good</i> | Coal Bunker, Openings, Lids, &c. | <i>good</i> | Scuppers  | <i>good</i> | Cargo & Main Hatchways     | <i>good</i>                   |

General Observations, Opinion as to Class, &c.: *The vessel is now in a good and efficient condition and eligible, in my opinion, to remain as classed viz:— 100 A.1. "spar deck"*

Entry or Registration Fee (if chargeable) £ *5* : *5* : *✓*  
 Survey Fee (per Section 27, Scale I. or II.) £ *5* : *5* : *✓*  
 Special Damage Fee (if any) (per Sec. 28) £ *5* : *5* : *✓*  
 Certificate (if required) £ *5* : *5* : *✓*  
 Travelling Expenses (if chargeable) £ *5* : *5* : *✓*  
 Second Surveyor's Fee (if any) £ *5* : *5* : *✓*  
 received by me, *20/11/1884*  
 Committee's Minute *100 A.1.*  
 Character assigned *100 A.1.*  
*20/11/1884*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
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 GLS150-0030



6752 Gls

main and spar decks for first and second class passengers.

The rigging overhauled and new running rigging fitted.

J. Bodd  
Surveyor.



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