

20212
0212 **REPORT of SURVEY for REPAIRS, &c.** *Nov 18/11/98*

No. in Reg. Book. **No. 129** Survey held at *Gilroy* Date, first Survey *31 Aug 77* Last Survey *17 Nov 1877*
298 on the *Gilroy* Ship Master *Robt Leslie*
Official Number *12,345*
TONNAGE under Tonnage Deck *1582.50* Built at *Glascow* When built *1875* YEAR. MONTH.
Ditto of Spar Deck, or Awning Deck *91.39* Owners *Gilroy Bros* Port belonging to *Dunedin*
Ditto of Poop *30.57* Residence *Dunedin*
Ditto of Raised Qr. Dk. *12.42* By whom built *Robt Leslie* Destined Voyage *London*
Ditto of Houses on Deck *1678* If Surveyed Afloat or in Dry Dock *Afloat and in Dry Dock*
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St mer, cut on Bm.
Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. Character in Register Book.
Last Survey, No. *18016* Port *London* Classed *100*

REPAIRS, OR EXAMINATION AS PER RULE
This vessel bound hence to San Francisco was struck by heavy squall which carried away jib-boom, head of foretopmast broke in two she lowered fore topsail put and fore and chain topgallant mast. Starboard bulk and rick in chain topmast, and damaged said rigging. damaged pumps & winch and standing and running rigging she put back here for repairs. discharged cargo and as lower shears and topmasts and in one length and of iron. the fore mast and chain mast were saved out, repaired and strengthened in manner as follows. Broken plates in fore-topmast head removed and the two pieces - the head having been saved - joined with best boiler plate the outside a overlapping plate being 12ft long. the original plate being only 8ft. this longer plate extends above and below the bulk of the other plates and more strongly braces the ship. Fore mast and chain

Present Condition of the				
Decks	<i>Good</i>	Treenails <i>Revised</i>	<i>Good</i>	Windlass and Capstan <i>Good</i>
Waterways	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Pumps <i>"</i>
Comings	<i>"</i>	Transoms, Pointers, and Crutches	<i>"</i>	Boats <i>"</i>
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	Masts, Yards, &c. <i>"</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>	Condition, how ascertained <i>and on shore</i>
Planksheers	<i>"</i>	Keelsons	<i>"</i>	Sails <i>two fresh Good</i>
Sheerstrakes	<i>"</i>	Clamps and Shelves	<i>"</i>	Anchors No. of
Topsides	<i>"</i>	Ceiling	<i>"</i>	Cables
Wales	<i>"</i>	Rudder	<i>"</i>	Hawsers and Warps
Plank (Bottom) and Counter	<i>"</i>	Copper When put on	<i>"</i>	Standing & Running Rigging <i>Good</i>
Engine Room Skylights		Caulking of	<i>Good</i>	Cargo and Main Hatchways <i>Good</i>
Coal Bunker, Openings, Lids, &c.		Bottom, Deck, & Waterways	<i>Good</i>	Hatches <i>Good</i>
Scuppers				

General Observations, Opinion as to Class, &c.
A very fine and apparently strong ship. now in good order again and entitled to retain its class

The Amount of Entry Fee ... £ *3* : - : received by me, }
Special ... £ *12* : *12* : }
Certificate (if required) ... £ : *5* : }
(Travelling Expenses, if any, £)
Committee's Minute *20th January, 1878.*
Character assigned *100A*
Surveyor to Lloyd's Register of British and Foreign Shipping.
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Chase. have also had the internal angle iron continued upwards from where they terminated above the Deck. to a little above the level of the lower Top-sail yard. and pinched to the Topmast caps. Two T-irons have been reversed in. The broken plates have been removed from the lower Fore-top-sail yard. and the two parts of the yard have been joined with a $\frac{5}{16}$ steel plate. which is so placed that the old plate now fits in. and new Fore and Main Top-gall-chains have been fitted. New sails have been supplied. and new standing and running rigging have been fitted. to replace that lost & damaged. The Charing-gall stays and Back-ropes are of the same chain as they were before.

Wound has been sucked cleaned & pinned

ms. 10047
10047 Packets
Packets
Lloyd's Register of British and
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