

# REPORT of SURVEY for REPAIRS, &c.

33,481  
Recd 19.5.76

No. in Reg. Book **No.** 332 on the Ship *"Glen Osmond"* Survey held at *London* Date, first Survey *3<sup>rd</sup> April* Last Survey *19<sup>th</sup> May* 1876 Master *W. Marchant*

<p>TONNAGE under Tonnage Deck Ditto of Spar Deck, or Awning Deck Ditto of Poop Ditto of Raised Or. Dk. Ditto of Houses on Deck Ditto of Forecasts Gross Tonnage Crew Space, as per Rule Register Tonnage, cut on Beam <i>780.</i> Engine Room Reg. Tons as St' mer, cut on Bm.</p>	<p>Built at <i>Sunderland</i> When built <i>1864</i> Owners <i>W. Stevens</i> Port belonging to <i>London</i> Residence By whom built <i>Laing</i> Destined Voyage If Surveyed Afloat or in Dry Dock <i>Commercial by back &amp; afloat</i></p>
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Length of Poop *57-1/2* ft. Ditto, Forecastle *31* ft. Ditto, Raised Quarter Deck — ft. Years assigned *16* Character in Register Book *A.1.*  
Last Survey, No. *34357* Port *London* S.S. *Jan 74* 5-74

REPAIRS, OR EXAMINATION AS PER RULE *V.C. & H.T. Survey.*

Cause of Repairs to be clearly stated.

*Bottom and keel examined, caulking found good and the yellow metal sheathing patched, close ceiling in flat of bottom and bilges lifted all fore and aft; Cement in good condition and firmly adhering to the bottom, frames beaten clean and washed with cement several galvanized iron bolts in topsides taken out and found in fair condition, windlass iron-chain cables ranged on decks and the Rule fully complied with.*

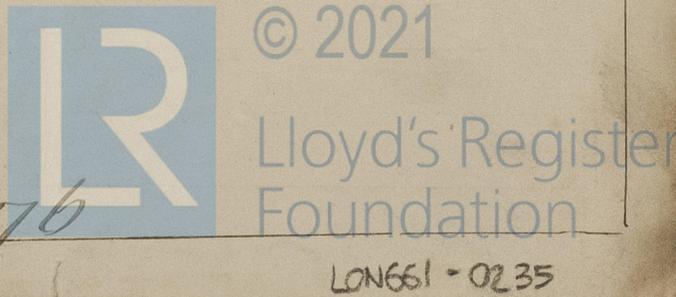
Present Condition of the			
Decks	<i>good</i>	Treenails	<i>good</i>
Waterways	<i>—</i>	Breasthooks and Stemson	<i>—</i>
Comings	<i>—</i>	Transoms, Pointers, and Crutches	<i>—</i>
Upper Deck Beams & Fastenings	<i>—</i>	Timbers of the Frame at the openings	<i>—</i>
Lower Deck Beams & Fastenings	<i>—</i>	Ditto Ditto at other places	<i>—</i>
Planksheers	<i>—</i>	Keelsons	<i>—</i>
Sheerstrakes	<i>—</i>	Clamps and Shelves	<i>—</i>
Topsides	<i>—</i>	Ceiling	<i>—</i>
Wales	<i>—</i>	Rudder	<i>—</i>
Plank (Bottom) and Counter	<i>—</i>	Copper <i>Y. 16.7</i> When put on <i>1874</i>	
Engine Room Skylights	<i>—</i>	Caulking of	
Coat Bunker, Openings, Lids, &c.	<i>—</i>	Bottom, Deck, & Waterways	<i>good</i>
Scuppers	<i>good</i>	Windlass and Capstan	<i>good</i>
Cargo and Main Hatchways	<i>good</i>	Pumps	<i>—</i>
Hatches	<i>good</i>	Boats	<i>—</i>
		Masts, Yards, &c.	<i>—</i>
		Condition, how ascertained	<i>From decks</i>
		Sails	<i>good</i>
		Anchors No. of	<i>3 Brs 48 lbs 2 Kegs</i>
		Cables	<i>270 faths good</i>
		Hawsers and Warps	<i>and</i>
		Standing & Running Rigging	<i>sufficient</i>

General Observations, Opinion as to Class, &c. *This vessel is now in good and efficient condition and eligible to remain as Classed; viz - 16 A.1. and to be marked V.C. 1876 and H.T. 1876.*

The Amount of Entry Fee ... .. £ : : : received by me, } *76*  
*4/5/76* Special ... .. £ *4 : 4* : : *25th May 1876*  
 Certificate (if required) ... .. £ : : :  
 (Travelling Expenses, if any, £ )

*Thos W. Blagden*  
*J. A. Inscott*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *26<sup>th</sup> May 1876*  
 Character assigned *10A*  
*SS. 76 H.T. 76*



[S. 000-1/1175.]  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)