

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office Friday, January, 13th.)

No. in Reg. Book. *393* on the *Iron Barque "Glanperis."* Date, first Survey *27 Dec^r /81.* Last Survey *12th Jan^y 1882* Master *S. Hughes* (bounty)

TONNAGE under Tonnage Deck *1042* Built at *Sunderland* When built *1877* YEAR. MONTH. *9th*

Ditto of Spar Deck, or Avoing Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *1099*
Crew Space, as per Rule
Register Tonnage, cut on Beam *1074*
Engine Room
Reg. Tons as St^rmer, cut on Bm.

Owners *H. D. P. Williams* Port belonging to *Carnarvon*
Residence
By whom built *W. Daxford & Co.* Destined Voyage *Adelaide*
If Surveyed Afloat or in Dry Dock *In the Regent Dry Dock.* (State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book. *100 A. 1*

Last Survey, No. *12555* Port *Sunderland* Classed *1. 81.*

REPAIRS, OR EXAMINATION AS PER RULE
Cause of Repairs to be clearly stated.

S. L. No. 1.

This vessel has been placed in dry dock & the bottom examined. The timber boards and ceiling equal to one strake fore & aft on each side removed. The cement examined and found to be adhering well to the iron and all other requirements of the Rules complied with. Some planks of ceiling renewed. The bottom has been coated.

Present Condition of the

Decks	<i>good</i>	Trunnels	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Pumps	<i>do</i>
Comings	<i>do</i>	Transoms, Pointers , and Crutches	<i>do</i>	Boats	<i>4 - do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Masts, Yards, &c.	<i>good</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>	Condition, how ascertained	<i>from the deck</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	Sails	<i>good</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchor No. of	<i>3 B. 1 S. 2 K</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>	Cables	<i>complete</i>
Wales	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	<i>good</i>
Plating	<i>do</i>	Copper on <i>When put on</i>		Standing & Running Rigging	<i>do</i>
Plank (Bottom) and Counter	<i>do</i>	Caulking of	<i>good</i>	Cargo and Main Hatchways	<i>good</i>
Engine Room Skylights		Bottom, Deck, & Waterways	<i>good</i>	Hatches	<i>good</i>
Coal Bunker, Openings, Lids, &c.		Scuppers	<i>good</i>		

General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition, and eligible to remain as classed, and the requirements of the Rules for S. L. No. 1 having now been complied with, that S. L. No. 1 - 82 be recorded in the Register Book.

The Amount of Entry Fee ... £ ... received by me, *W. M.*
18/1/82 Special ... £ *4 : 4 : 0* *21. 1. 1882*

Certificate (if required) to be sent as per margin... £ *— : 5 : 0*

(Travelling Expenses, if any, £ —)

Committee's Minute

Character assigned

Tuesday, January, 17th, 1882.

100 A. 1

S. S. No. 1 - 82
ROBT. EDMP. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

LONGGOT - 02660

Lt. H. Truscott.
W. C. Longdon
Surveyor to Lloyd's Register of British and Foreign Shipping.



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