

REPORT of SURVEY for REPAIRS, &c.

No. 41 on the Iron Barque "Tamerlane" Date, first Survey 23rd Oct^r Last Survey 16th Nov^r 1882

TONNAGE under Tonnage Deck 727 Built at Greenock When built 1861
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 795 Owners Thomson, Dickie & Co Port belonging to Glasgow
Crew Space, as per Rule
Register Tonnage, cut on Beam 768 Residence
Engine Room
Reg. Tons as St mer, cut on Bm.
By whom built R. Scott. Destined Voyage Newcastle, New South Wales

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
Last Survey, No. 40115 Port Low Classed S.L. Cl. N° 3-74 S.L. Cl. N° 1-75 1, 82
REPAIRS, OR EXAMINATION AS PER RULE Cause of Repairs to be clearly stated. Society's Load-Line (if assigned) as painted on Ship
Society's Freeboard (if assigned) as painted on Ship

Special Survey N° 2.

This vessel has been placed in dry dock; the bottom examined & coated. The timber boards and ceiling in excess of three strakes fore and aft on each side removed; the cement examined and found adhering well to the iron. The chain cables ranged. It appears from the report of special survey N° 1 held on this vessel in 1878 that the windlass was then stripped. The masts and spars were examined during the survey held on this vessel from December 1881 to January 1882 - see report N° 40115. The ceiling removed for survey relaid & repaired where necessary. The rudder pintles rebushed. The upper deck now renewed of yellow pine 3 1/2" thick from right forward to within the deck house right aft & fastened with galvanized iron nut & screw bolts. The main hatchway has been made larger

Present Condition of the					
Decks (new upper deck)	good	Transoms, Painted , and Crutches	good	Windlass and Capstan	good
Waterways	Do	Timbers of the Frames at the openings	Do	Pumps	Do
Comings	Do	Ditto Ditto at other places	Do	Boats	Do
Upper Deck Beams & Fastenings	Do	Keelsons	Do	Masts, Yards, &c.	Do
Lower Deck Beams & Fastenings	Do	Clamps and Shells	Do	Condition, how ascertained from the deck.	
Planksheers	Do	Ceiling	Do	Sails	good
Sheerstrakes	Do	Rudder	Do	Anchors No. of 3 B. 1 S & Kedges	
Topsides	Do	Copper (on V.M.) When put on		Cables	Complete
Wales, Plating (Bottom) and Counter	Do	Cement (if Iron Ship)	good	Hawsers and Warps	good
Engine Room Skylights		Caulking of Bottom, Deck, & Waterways	good	Standing & Running Rigging	Do
Coal Bunker, Openings, Lids, &c.		Scuppers	good	Cargo and Main Hatchways	good
				Hatches	good

General Observations, Opinion as to Class, &c.
This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and the requirements of the Rules for special survey N° 2 having been complied with, to be marked in the Register Book S.L. Lon. N° 2-82.

The Amount of Entry Fee ... £ 2 : : : received by me, J. H. Truscott.
29/11/82 Special ... £ 5 : 5 : : 2nd Dec 1882
Certificate (if required) to be sent as per margin... £ : : :
(Travelling Expenses, if any, £)
Committee's Minute
Character assigned
J. H. Truscott.
Surveyor to Lloyd's Register of British and Foreign Shipping.
17th Nov 1882
S.S. No 2-82
ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

H 1986 Lon

- its present size is ^{ft}14 long by ^{ft}10 wide - the coamings & headledges are $\frac{8}{16}$ " thick & extend to 16" above the deck - new solid hatches to this hatchway of 3" pine & a bulb-iron shifting beam fitted at the middle of hatchway.

Four bulwark stanchions on the port side amidships renewed of teak.

J. H. Truscott.



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