

# REPORT of SURVEY for REPAIRS, &c.

No. *401* in Survey held at *London* Date, first Survey *24<sup>th</sup> Nov<sup>r</sup>* Last Survey *5<sup>th</sup> Dec<sup>r</sup>* 1882  
 Reg. Book. *901* on the *Iron Scw. Sr. "Staperayder."* Master *F. G. Renouf*  
 TONNAGE under Tonnage Deck *217* Built at *Renfrew.* When built *1866* YEAR. MONTH. *3<sup>rd</sup>*  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *233* Owners *H. C. Cheeswright* Port belonging to *London*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. *155* By whom built *Andrsn. C'brn &* Destined Voyage *Jersey*  
 If Surveyed Afloat or in Dry Dock *Afloat off Larson Wharf.* (State Name of Dock)  
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*  
 Last Survey, No. *40684* Port *Lon* (L.L. Lon. N<sup>o</sup> 3-74) (L.L. Lon. N<sup>o</sup> 1-79) Classed *B. 1.*  
 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

One plate in the second strake below the sheerstrake on the port side was broken and temporarily repaired by a plate on the outside secured by nut and screw bolts to the broken plate and there is red lead between. The break in the plate is about 3 inches in length and the plate worked on the outside over it is 14 inches long by 8" wide and efficiently covers the break & is made perfectly watertight - see also two damage survey reports from Jersey dated 18<sup>th</sup> & 21<sup>st</sup> Nov<sup>r</sup>/82 respectively. And with regard to the above temporary repair, it is stated in the Secretary's letter of the 29<sup>th</sup> November 1882 to the Owner that the Committee will have no objection to the running of this vessel for two or three voyages previous to her being docked provided in the meantime one more nut & screw bolt be placed in the lower edge of the covering plate.

One more nut and screw bolt has since been placed in the lower edge of the covering plate and

Present Condition of the		Rivets —		Windlass and Capstan	
Decks	good	Freeboards	good		good
Waterways	g <sup>d</sup>	Breasthooks and Stemson	g <sup>d</sup>	Pumps	g <sup>d</sup>
Comings	g <sup>d</sup>	Transoms, Pointers, and Crutches	g <sup>d</sup>	Boats	g <sup>d</sup>
Upper Deck Beams & Fastenings	g <sup>d</sup>	Timbers of the Frames at the openings	g <sup>d</sup>	Masts, Yards, &c.	g <sup>d</sup>
Lower Deck Beams & Fastenings	g <sup>d</sup>	Ditto Ditto at other places	g <sup>d</sup>	Condition, how ascertained from the deck	
Planksheers	g <sup>d</sup>	Keelsons	g <sup>d</sup>	Sails	good
Sheerstrakes	g <sup>d</sup>	Clamps and Shells	g <sup>d</sup>	Anchors No. of	2 B. 1 K.
Topsides	g <sup>d</sup>	Ceiling	g <sup>d</sup>	Cables	complete
Wales	g <sup>d</sup>	Rudder	g <sup>d</sup>	Hawsers and Warps	good
Plank (Bottom) and Counter	g <sup>d</sup>	Copper (or Iron) When put on		Standing & Running Rigging	g <sup>d</sup>
Engine Room Skylights	good	Cement (if Iron Ship)	good		
Coal Bunker, Openings, Lids, &c.	good	Caulking of Bottom, Deck, & Waterways	good		
Scuppers	good				
Cargo and Main Hatchways	good				
Hatches	good				

General Observations, Opinion as to Class, &c.

The Secretary's letter of the 29<sup>th</sup> November 1882 in reference to the temporary repair having been complied with, there appears to be no objection to the running of this vessel for two or three voyages before the permanent repair is done, and she appears generally in efficient condition.

The Amount of Entry Fee ... £ : : received by me, }  
 Special ... £ : : 188

Certificate (if required) } £ : :  
 to be sent as per margin...

(Travelling Expenses, if any, £ )

Committee's Minute

Character assigned

Tuesday, 12th December, 1882.

J. H. Truscott.  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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the repair is perfectly watertight.

J. H. Truscott



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