

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *323* Survey held at *LONDON* Date, first Survey *17th Jan^y* Last Survey *5th April* 1883
 on the *Iron Bk "Glance"* Master *F. Liebauf*

Official Number *63529* TONNAGE under Tonnage Deck *860*
 Ditto of Spar Deck, or Avoning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *912*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *887*
 Engine Room
 Reg. Tons as St'mer, cut on Bm.

Built at *Sunderland* When built *1869* - *10*
 Owners *W. Pellier* Port belonging to *LONDON*
 Residence
 By whom built *W. Watson* Destined Voyage *New Zealand*
 If Surveyed Afloat or in Dry Dock *Linckhouse Dry DK*
 (State Name of Dock)
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
 Last Survey, No. *28524* Port *Iron* Classed *S. S. Dun. N° 2-78*
 REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated. *Damage and S. S. N° 3*
This vessel was sunk by S. S. "I. O. Scott" and subsequently raised -

Star^d Side. For^d One sheerstrake and one bulwark plate faired and one forecastle and three bulwark plates renewed -

Star^d Side. Aft fore rigging. Two bulwark and one plate in the 2nd strake below sheerstrake faired, two frames partly renewed, one beam knee repaired and the following all renewed. viz. one plate in the sheerstrake, two plates in the strake underneath, one plate in the 2nd strake underneath, one plate in the 3rd strake underneath and one plate in the 4th strake underneath sheerstrake, one hold stringer plate and one length of angle iron for same.

| Present Condition of the | Good | Free of | Rivets | Good | PTO | Good |
|--|-------------|----------------|---|-------------|---|----------------|
| Decks | <i>Good</i> | <i>Free of</i> | <i>Rivets</i> | <i>Good</i> | Windlass and Capstan | <i>Good</i> |
| Waterways | <i>Good</i> | <i>Free of</i> | Breasthooks and Stimson | <i>Good</i> | Pumps <i>2 N°</i> | <i>Good</i> |
| Comings | <i>Good</i> | <i>Free of</i> | Transoms, Pointers, and Crutches | <i>Good</i> | Boats | <i>Good</i> |
| Upper Deck Beams & Fastenings | <i>Good</i> | <i>Free of</i> | Timbers of the Frame at the openings | <i>Good</i> | Masts, Yards, &c. | <i>Good</i> |
| Lower Deck Beams & Fastenings | <i>Good</i> | <i>Free of</i> | Ditto Ditto at other places | <i>Good</i> | Condition, how ascertained by examination | <i>Good</i> |
| Planksheers | <i>Good</i> | <i>Free of</i> | Keelsons | <i>Good</i> | Sails <i>2 suits (1 new)</i> | <i>Good</i> |
| Sheerstrakes | <i>Good</i> | <i>Free of</i> | Clamps and Shells | <i>Good</i> | Anchors No. of <i>3 B. 15 - 2 K</i> | <i>Good</i> |
| Topsides | <i>Good</i> | <i>Free of</i> | Ceiling | <i>Good</i> | Cables <i>285 fathoms</i> | <i>Good</i> |
| Wales | <i>Good</i> | <i>Free of</i> | Rudder | <i>Good</i> | Hawsers and Warps <i>5 N° (2 steel)</i> | <i>Good</i> |
| Plank (Bottom) and Counter | <i>Good</i> | <i>Free of</i> | Copper (if on Felt.) | <i>Good</i> | Standing & Running Rigging | <i>all new</i> |
| Engine Room Skylights | <i>Good</i> | <i>Free of</i> | Cement (if Iron Ship) <i>1869 & put new</i> | <i>Good</i> | Cargo and Main Hatchways | <i>Good</i> |
| General Observations, Opinion as to Class, &c. | <i>Good</i> | <i>Free of</i> | Caulking of Bottom, Deck, & Waterways | <i>Good</i> | Hatches | <i>Good</i> |

She is now in good condition, eligible in our opinion to remain as classed, and to have S. S. Lon. N° 3 recorded.

The Amount of Entry Fee ... £ *2* : : : received by me, *4.4.8*
 Special ... £ *5* : *5* : *7* 17.4.1883
 Certificate (if required) to be sent as per margin... £ : *5* :

Travelling Expenses, if any, £
 Committee's Minute
 Character assigned
 Tuesday, 10th April 1883.
 John H Heck
 Willm. B. Davey
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Star^d side. abaft main rigging. three bulwark and four poop plates renewed.

Port side abaft main rigging. one bulwark and four poop plates renewed and one bulwark plate faired.

Port side. for^d two bulwark plates, one sheerstrake and one forecastle plate repaired and faired.

Amidship (under main hatchway) On the Star^d side part of sister Keelson taken out and faired, four half floors renewed, ~~and three frames~~ and two reverse frames partly renewed, one garboard and five other adjoining plates taken out faired and riveted, one garboard plate on the port side also taken out and faired.

Bar Keel warmed and set down in place and one length of main Keelson taken out, straightened and replaced. Four hatchway pillars straightened and seven butts at the bilges riveted.

Top gallant, main and pin rails with the exception of one or two lengths all new, several lengths of the main rail and gunwale angle iron renewed, forecastle covering board, fife rail with stanchions, covering board to front of poop (or quarter deck) and 16 planks of forecastle deck all new, stanchions on forecastle deck part new and part faired and straightened.

All the close ceiling ($2\frac{1}{2}$ pitch pine) some of the hold battens and the main hatches renewed, and the main deck recaulked fore and aft.

The rudder pintles rebushed, the steering gear repaired, the windlass overhauled and fitted with two new bearings and one new pawl.

The mizen mast. the main top gallant, ^{yard} the jibboom and all the standing and running rigging renewed.

The inside skin chipped from the close ceiling upwards and repainted, the bottom recemented where necessary and the floors, the lower part of frames and reverse frames examined and cement washed.

The bottom (outside) and the topsides, cleaned examined and repainted.

Thickness of main deck tested, the chain cables ranged out and the spars and general equipment examined.

Swinging port lids in bulwarks part new and part repaired and all the mooring cleats renewed.

John H. Heck

Will B. Davey
Lloyd's Register
Foundation