

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS

21 FEB 1889

Date of Writing Report *February 30<sup>th</sup> 1888* Port of *London*  
 No. in Survey held at *London* Date, First Survey *February 13<sup>th</sup>* Last Survey *Feb. 14<sup>th</sup> 1889*  
 Reg. Book. *672* on the *Iron Screw Steamer "CIPERO"* Master *J. E. Doreward*

TONNAGE:—  
 NET *908* Built at *Glasgow* By whom *J. & E. Thomson* When *1879-11*  
 GROSS *1419* Owners *Mr. Cam. Rentie, Clapperton & Co.* Port belonging to *Glasgow*  
 UNDER DK. *1003* Owners' Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *W. J. G. Dock* Destined Voyage *-*  
 Length of Poop *-* ft.: of Forecastle *-* ft.: of Raised Or. Deck *-* ft.: Moulded Depth *19* ft. *1* ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *4872* Port *London* Classed *100 A1*  
*S. S. Lon. No. 2-88* *8.88*  
 State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard } in Summer *1* ft. *10 1/2* ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) } as painted on Ship } in Winter *2* ft. *1* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition*.  
*Sighted the Bottom which was found in good and sound condition and was subsequently re-coated.*

PRESENT CONDITION OF THE					
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling (where exposed)	<i>Good</i>
Waterways	<i>-</i>	<del>Transoms</del> Rivets	<i>-</i>	Rudder	<i>-</i>
Comings	<i>-</i>	Breasthooks & Stemson	<i>-</i>	Windlass & Capstan	<i>-</i>
Up'r Dk. Beams & Fastenings	<i>-</i>	Transoms, Pointers, & Crutches	<i>-</i>	Pumps	<i>-</i>
Low'r Dk. Beams & Fastenings	<i>-</i>	<del>Frame</del> Frame at the openings	<i>-</i>	Cement (if Iron Ship)	<i>Not Seen</i>
Planksheers	<i>-</i>	<del>ditto</del> ditto at other places	<i>-</i>	Caulking of Bot'm, D'k, & Watrways	<i>Good</i>
Sheerstrakes	<i>Clotted</i>	Keelsons	<i>-</i>	<del>Wharves</del>	<i>-</i>
Topsides	<i>-</i>	Clamps & Shelves	<i>-</i>		
Wales	<i>Good</i>				
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>
				Cargo & Main Hatchways	<i>Good</i>
				Hatches	<i>-</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is, as far as seen, in good and efficient condition and I would respectfully submit that she is eligible to remain as classed, viz: 100 A1*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28) .....	£	:	:
Special on Damage, Fee (if any) (per Sec. 28) ....	£	:	:
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable) .....	£	:	:
Second Surveyor's Fee (if any) .....	£	:	:

Fees applied for,  
 188  
 Received by me,  
 188

*Henri Wilkinson*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *100 A1*  
 Character assigned