

# REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at  
Reg. Book.

1041 on the

S. S. "Strathleven"

Date, first Survey

29 Feb

Last Survey

22 Mar 1884

(No. of Visits)

14

Master

Pearson

TONNAGE under Tonnage Deck 1588  
Ditto of Spar Deck, or Avening Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
to of Houses on Deck  
to of Forecastle  
as Tonnage 2436  
no Space, as per Rule  
water Tonnage, cut on Beam 2257  
fine Room  
Tons as St' mer, cut on Bm.  
th of Poop 52 ft. Ditto, Forecastle 41 ft. Ditto, Raised Quarter Deck

Built at

Port Glasgow

When built

1875

YEAR.

MONTH.

Owners

Burnell & Son

Port belonging to

Glasgow

Residence

141 Buchanan St

Glasgow

By whom built

Blackwood & Gordon

Destined Voyage

Liverpool

If Surveyed Afloat or in Dry Dock

Afloat & Victoria Dock

Passage

Passage

Classed

100A1

10-82

10-82

Survey, No. 141914 Port

Damage Repairs

S. S. No. 1. Lir 79

10-82

10-82

CAUSE OF REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Notes of any letters respecting this case

Rudder & rudder post broken, body post showing every indication of being broken from the appearance of the fractures in the stern plating. A piece broken off at the throat of body post & at the junction of the lower forward post of screw aperture; overlapped the scarp on her keel by two pieces of Canada elm 24 ft x 12" x 12", backed out the bar rivets in keel & secured the above by 1" bolts one & plates diagonally placed, every bolt nut & screw alternately; an additional backing of elm 6" x 12" in way of heel of body post extending six ft forward on main keel & 3 ft over temporary sole piece; was also added. After obtaining a slow heat on the remaining portion of rudder post it was set back by shore & tackle & then supported by two pieces of Canada elm 29' 5" x 12" x 12" halved into sole piece & secured by two plates 5/16" thick fastened thro all by nut & screw bolts; the upper portion of temporary stern post secured by three nut & screw bolts in the upper

Present Condition of the

Decks

Waterways

Comings

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Planksheers

Sheerstrakes

Topsides

Wales

Plank (Bottom) and Counter

Engine Room Skylights

Coal Bunker, Openings, Lids, & Broken Scuppers

General Observations, Opinion as to Class, &c.

Fair

Rivets

Fair

Breasthooks and Stenson

Transoms, Pointers, and Crutches

Timbers of the Frame at the openings

Ditto Ditto at other places

Keelsons

Clamps and Shells

Ceiling

Rudder

Copper (or Y.M.)

(State if on Felt.)

Cement (if Iron Ship)

Caulking of Bottom, Deck, & Waterways

Temporary

Good

Windlass and Capstan

Pumps

Boats 5 in No

Masts, Yards, &c.

Condition, how ascertained examination

Sails

Anchors No. of 2 B. 3. S. 1. V.

Cables

Hawsers and Warps Part new

Standing & Running Rigging

Cargo and Main Hatchways

Fair

Fair

The Amount of Entry Fee

Special

Certificate (if required)

to be sent as per margin...

Surveyors

(Travelling Expenses, if any, £ 9.12.0)

Committee's Minute

Character assigned

TUESDAY 1 APRIL 1884

S. L. Leach

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

Paul Reid Letter Attached

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 10, Old Street, Goswell Road, London.



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Lloyd's Register  
Foundation



part of damaged rudder post alternately nut & screw, & secured to frame by angle irons & stout iron brackets  $\frac{3}{4}$ " thick nut & screw bolts. The old rudder unsheathed & utilized as a main piece in conjunction with a piece of pitch pine overlapped by plates of iron on each side & fastened together by nut & screw bolts, the remaining portions of rudder made up of pitch pine tie bolted & additionally secured by rudder braces the whole width of the rudder &  $\frac{1}{2}$ " thick of iron; & secured by three bolts & cutters 18" of the rudder head cut off & the crosshead refitted & the rods & quadrants connected from bridge deck & the gear in connection with same placed in working order tested & found satisfactory; all black rivets & lands of plating where started caulked, cemented & painted

J. L. H.

The vessel has proceeded to "Liverpool" & has arrived there in a satisfactory condition

J. L. H.