

REPORT of SURVEY for REPAIRS.

No. in
Reg. Book.

No. 3825

Survey held at Glasgow

Date, first Survey 27th Oct 1873

Last Survey 16th May 1874

on the S.S. Celt

(Iron)

Master

Edward Manning

Tonnage 2095

built at Millwall London

When built 1865

Lengthened by A. S. Inglis

By whom built Millwall Shipbuilding Co.

Owners

The Union Steamship Co. Limited Southampton

Port belonging to Southampton

Destined Voyage

Southampton to

If Surveyed Afloat or in Dry Dock On Pointhouse Slip and Afloat

Last Survey, No.

Port

Classed

PAIRS, &c. Has been lengthened about 50 feet in accordance with the requirements of the Committee of the Admiralty of 20th May 1873, with approved requirements shown in Red Book in Sketch of Section herewith and Secretary's Letter of 26th May & 10th June 1873 & 10th Jan. 1874 in view to be classed 100 A Three decks

The upper deck beams have been plated with 6/16 iron for half length tapered gradually at ends into width of stringer plate, a plate 12 x 9 1/2 with double angle irons 6 x 4 x 9 1/2 and side plate 9 x 9 1/2 fitted for half length at bilges, two pairs of web-plates 10/16 fitted in Engine Room carried up to main deck, the upper and main deck sheenstrakes doubled for 3/4 length with 8/16 and 10/16 respectively, the upper and main deck stringer plates in lengthened part widened to 62 and 67 ins tapered gradually at 3/4 length to former stringers, the hull beam stringer in new part attached to shell, an intercostal fitted at upper bilges 9/16 between angles 6 x 4 x 9 1/2 for 3/4 length riveted to shell, butts of upper and main sheenstrakes, upper and main stringer plates also three strakes of butts at bilges, all riveted with butt straps 1/16 thicker than plates they connect, hull beam stringer in Engine Room additionally strengthened by an angle iron 6 x 4 x 9 1/2 wrought on inner edges and the plate attached to the shell all of which with the framing plating and riveting in the lengthened portion has been satisfactorily carried out, Frames spaced 24 apart

Three partial bulkheads have been fitted to the Poop as per Secretary's Letter of 10th Jan. 1874

New main Piece of Rudder increased to 7 1/4 in dia. as per Rules

Ceiling lifted and renewed where considered necessary, Plating Frames &c (P. J. C.)

Condition of the

Good	Treenails	Rivets	Good	Windlass and Capstan	Good
do	Breasthooks and Stemson		do	Pumps	Good and efficient
do	Transoms, Pointers, and Crutches		do	Boats	To be furnished at Southampton
do	Timbers of the Frame at the openings		do	Masts, Yards, &c.	Good
do	Ditto Ditto at other places		do	Condition, how ascertained	Examination
do	Keelsons		do	Sails	Not bent when last seen
do	Clamps and Shelves	Securities	do	Anchors	No. of To be reported upon at Southampton
do	Ceiling		do	Cables	
do	Rudder		do	Hawsers and Warps	Not completed
do	Copper	Paint	When put on 1874	Standing & Running Rigging	Good
do	Caulking of				
do	Bottom, Deck, & Waterways		Good		
do	Engine Room				
do	Lighting	Good			
do	Coal Bunker, Openings, Lids, &c.	Good			
do	Scuppers	Good			
do	Cargo and Main Hatchways	Good			
do	Hatches	Good			

The whole of the requirements contemplated by the Committee for the lengthening of this vessel with a view to her being classed 100 A Three-decks have been satisfactorily carried out for which it is respectfully submitted she is eligible

Amount of Entry Fee.....£ 5 : 0 : 0 is received by me,

Special.....52 : 7 : 6

Certificate (if required) : 5 : 0

Committee's Minute 22nd May 1874

Character assigned

100 A

S.S. No. 374



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British Register of Shipping

127855 ton

chipped and scraped, all over scabbings compared with section and found in good condition not deteriorated in thickness, Cemented in new part and in former part examined and made good, upper and main decks in new parts laid, with Yellow Pine, Caulked where necessary, Bottom re-coated, Vessel painted

The Materials and Workmanship throughout the ship examined and found of good quality, efficiently secured forward and aft

Is Rigged, The lower masts and Bowsprit of Iron as before, Rigging overhauled and made good

Equipment no 25709

Former Chain Cables 300 faths. $1\frac{1}{16}$ stretched examined and appear to be in good condition, Certificate of Test to 63 $\frac{1}{4}$ Tons produced dated 31st Oct^r 1865 signed by Brown & Lennox, but it is proposed that the Equipment be submitted for completion of Survey with a view to the Engine 1 at Southampton for which place the vessel has sailed to be fitted out

Registered Dimensions

Length - - - - 325.4
Breadth - - - - 34.7
Depth - - - - 25.5

Tonnage under Tonnage Deck - - - - 1806.36
Forecastle - - - - 68.78
Poop - - - - 177.01
House - - - - 42.85

Gross 2095.00

Propelling space 670.40

Crew Space 70.92 741.32

Register Tonnage 1353.68

Dimensions as lengthened Per Rule

Length 310.5
Breadth 34.0
Depth 27.5
Half Breadth - 17.0
Half Girth - 38.3
Depth - 27.5
82.8
75.8 x 310.5 = 23536

Is fitted with Poop and Forecastle - Three tiers of Beams, two decks laid - Engines of 300 Horse Power by Messrs Maudslays of London Six bulkheads, Certificates of Engines & Boilers will be furnished

Saml. Lapthorn

[Signature]



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