

# REPORT of SURVEY for REPAIRS, &c.

No. *464*

No. in  
Reg. Book.

Survey held at

*Glasgow*

Date, first Survey

*June*

Last Survey

*15th Nov*

18 *70*

on the *Iron Steamer Cleithra*

Master

*Robert Russell*

YEAR.

MONTH.

TONNAGE under Tonnage Deck

*337*

Ditto of Spar Deck, or Avoing Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

*515*

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St' mer, cut on Bm.

*337*

Built at

*Glasgow*

When built

*1864*

*7*

Owners

*J Bell*

Port belonging to

*Glasgow*

Residence

*Prestwick Ayr*

By whom built

*Baird & Co*

Destined Voyage

*Cly*

If Surveyed Afloat or in Dry Dock

*Kelvinhaugh Slip and Oldmixon Slip*

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

*20780*

Port

*Iron*

Classed

*SS Cly No 70*

REPAIRS, OR EXAMINATION AS PER RULE

Repairs of damage

*Five floor plates shifted and renewed, four others double buttressed. The reverse bars repaired and doubled where required, four plates taken off the flat of bottom, set fair and replaced, three hold beams repaired and their gills straightened, cement renewed in the way of damaged part the ceiling relaid.*

*The requirements for SS No 1. completed by the removal of timber boards and ceiling in the rest of the compartments, the iron cement so found in good order the boilers taken out, five plates of middle line intercostal keelson, besides keelson angle irons and six reverse bars in the boiler space, renewed together with two plates of hold-beam stringer on each side, and the bulk keelsons connected through this space, part of the upper deck renewed, windlass stripped, taken to pieces, and refitted, the*

Present Condition of the

Decks *upper part new good*

Treenails *Drifts*

*Good*

Windlass and Capstan

*Chain. P.T.O. Good*

Waterways

Breasthooks and Stemson

*Good*

Pumps

Comings

Transoms, Pointers, and Crutches

*Good*

Boats

Upper Deck Beams & Fastenings

Timbers of the Frame at the openings

*Good*

Masts, Yards, &c.

Lower Deck Beams & Fastenings

Ditto Ditto at other places

*Good*

Condition, how ascertained

*from the deck*

Planksheers

Keelsons

*Good*

Sails *Said to be complete*

Sheerstrakes

Clamps and Shelves

*Good*

Anchor No. of *213 18 216*

Topsides

Ceiling

*Good*

Cables *225 fathoms*

Vales

Rudder

*Good*

Hawsers and Warps

*Sufficient*

Plates

Copper *Cum*

When put on

*1864*

Standing & Running Rigging

*Good*

Plank (Bottom) and Counter

Caulking of

*Good*

Bottom, Deck, & Waterways

*Good*

Engine Room Skylights

*Good*

Coal Bunker, Openings, Lids, &c.

*Good*

Scuppers

*Good*

Cargo and Main Hatchways

*Good*

Hatches

General Observations, Opinion as to Class, &c.

*This vessel is now in good and efficient condition eligible to remain as classed A S and the water SS Cly No 70.*

The Amount of Entry Fee ... £ *2 : 0 : 0* received by me,

Special ... £ *5 : 5 : 0* Dec 1878

Certificate (if required) ... £ *7 : 5 : 0*

(Travelling Expenses, if any, £ *0*)

Committee's Minute

*10th December,*

*1878.*

Character assigned

*A S*

*Lloyd's M.C. S.S. No 1-78*

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

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RON 481-0381



22260 Iron

Chain cables raised and the rest of the equipment examined.

The vessel again placed on a slipway and a pair of kilps keels fitted for the length of 84' 4" framed of Bulw. bar 6 x 9/16 and a pair of angle irons 3 x 3 x 9/16.

The bottom scraped and recoated -

H. J. Thompson



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