

34527

Continuation 2<sup>d</sup> Rule.

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** 749 on the **BK Clara (Change of Rig)** Survey held at **London** Date, first Survey **Jan 6<sup>th</sup>** Last Survey **March 13 1875** Master **Middleton**

TONNAGE under Tonnage Deck	579.73	Built at	<b>Sunderland</b>	When built	<b>1853</b>
Ditto of Spar Deck, or Avoing Deck		Owners	<b>Stuart &amp; Co</b>	Port belonging to	<b>Liverpool</b>
Ditto of Poop, or Raised Or. Dk.	43.64	Residence		By whom built	
Ditto of Houses on Deck	11.20	If Surveyed Afloat or in Dry Dock	<b>Dry Dock</b>	Destined Voyage	
Ditto of Forecastle					
Gross Tonnage	623.37				
Crew Space, as per Rule	11.20				
Register Tonnage, cut on Beam	623.37				
Engine Room					
Reg. Tonnage St' mer, cut on Bm.					

Length of Poop ~ ft. Ditto, Forecastle ~ ft. Ditto, Raised Quarter Deck ~ ft. Years assigned. **Classed 10 A 2.72** Character in Register Book. **Rest 67-7 years**

Last Survey, No. **23166** Port **Liverpool** **HT Liv 1872 Expired**

REPAIRS, OR EXAMINATION AS PER RULE

At the present time the vessel placed in Dry Dock, the yellow Metal stripped off the bottom, Scraped or dubbed bright from the light mark upwards including the planksheers and Waterways. The hold cleared and proper stages made inside and outside, all air cowises and limbers cleared. Removed all the Treennails in one stroke of topside all fore and aft on bothsides, also two planks on eachside above the Wales in Midships, and one ditto in each bow and buttock, a stroke of Main Deck next the Waterways on bothsides taken out. Treennails driven out at various parts of the hull, and Upper and Lower Deck binding bolts as required by the Rules.

P. J. O.

Present Condition of the

Decks	Good	Treenails	Good	Windlass and Capstan	
Waterways	do	Breasthooks and Stemson	do	Pumps	
Comings	do	Transoms, Pointers, and Crutches	do	Boats	
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c. New	Good
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Condition, how ascertained	and
Planksheers	do	Keelsons	do	Sails	Sufficient
Sheerstrakes	do	Clamps and Shelves	do	Anchors No. of 3/4" & 1/2" New	when
Topsides	do	Ceiling	do	Cables Completed 270 fathoms	they could
Wales	do	Rudder	do	Hawsers and Warps	be seen
Plank (Bottom) and Counter	do	Copper Metal on Plate When put on 1/2" Wale over Park I.B. Caulking of	Now	Standing & Running Rigging	
Engine Room Skylights	do	Bottom, Deck, & Waterways	Good	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	do	Scuppers	Good	Hatches	Good

General Observations, Opinion as to Class, &c.

She is now in an efficient state of repair fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world and in our opinion entitled to remain as classed and continued A. 5 years from 1874

Senhouse Martindale

The Amount of Entry Fee ... £ 5 : : received by me, } **Howe** **Y<sup>rs</sup> Congdon** Surveyor to Lloyd's Register of British and Foreign Shipping.

Special ... £ 6 : 6 : 19/3/ 1875

Certificate (if required) ... £ : 5 :

(Travelling Expenses, if any, £

Committee's Minute **19<sup>th</sup> March 1875**

Character assigned **Cou A 1 pr 5 yrs from 1874**



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A new listing in the beiling in lower hold cut out at each end of the ship on both sides for one fifth per length, and for the other three fifths at the range of floor heads drove out treenails as per rule.

The beams at the ends of the ship bored.

Windlass running and the wood linings stopped.  
Chain cable hauled from the lockers and ranged on deck for examination, 270 fathoms in all, and the other conditions of the Rules fully carried out.

Renewed 8 Upper Deck Beams of Pitch Pine, 3 lengths of lower beams on the Portside and 2 ditto on the Starboard side Pitch Pine.  
The planks taken out of the Topsides, Bows & Buttocks as required by the Rules have been replaced with Pitch Pine, and the Stake of Main Deck next the Waterways on both sides of Yellow Pine.  
Additional Yellow Metal Bolts driven in the Seadwood and after Keel. A great number of the original galvanized bolts in the Doubling below the Yellow Metal line have been taken out and renewed with Iron Bolts punched in and cemented at heads.  
New Upper Piece of Main Stern Santry Oak.  
New Fore Mast, Main Top Mast & Top Sail Yard.  
Caulked from Keel gunwale, Waterways & part of deck.  
Yellow Metalled on felt to Water.  
Her Sheer is good and appears unaltered.

Leithhouse Martindale

*J. H. Congdon*