

REPORT of SURVEY for REPAIRS, &c.

No. 10810

Date of Report 2 July

1891

Port of Glasgow

Received in London Office, TUES. 14

No. in Reg. Book

Survey held at

Glasgow

Date, First Survey 11 March 1891

Last Survey July

1891

on the

Schooner "Hawarden Castle"

Master

R. Duncan

TONNAGE:-

NET

Built at

Glasgow

By whom

J. Elder & Co.

When

1883

GROSS

Owners

D. Currie & Co.

Port belonging to

London

UNDER DEK 4012

Owners' Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock

Dry Dock

Name of Dock

Glasgow

Destined Voyage

Safe off Hope

Length of Poop

ft. of Forecastle

ft. of Raised Or. Deck

ft. of Moulded Depth

ft. ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Last Survey, No. 52335

Port Low + Lmb

By 5790

Classed

S.S. No 1. 84

100A

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

Society's Freeboard

in Summer

ft. ins.

as painted on Ship

in Winter

ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S.S. No 3 and alterations.

set placed in dry dock. All holds cleared, peaks cleared, all ceiling put; surface of iron freed from oxidation and painted throughout. Bunkers and girders removed, bunkers cleared, ceiling in bunkers lifted, all iron work in these spaces freed from oxidation and painted. The cement found to be everywhere in good condition and closely adhering to the iron. Surface seating removed, and additional strengthening fitted between floors. Ceiling taken off under side lights in cabins for examination. The ironwork was not much oxidised and it was not considered necessary to drill the plating. Mainmast removed, ^{masts} examined, clipped and painted. New cross trees fitted to main mast and wood now rigged as a schooner. Chain cables raised and examined. Shell plating completely laid bare in all both rooms and W.C. oxidation removed & surface painted. The whole of outer surface of shell plating clipped and painted.

Position of bulkheads on fore side of boilers altered as shown by approved tracing attached hereto, the present bulkheads being properly braced, stiffened and made watertight. Three deep floors fitted under propeller shaft and a partial bulkhead fitted between tunnel top and lower deck at after part of vessel for purposes of stiffening.

PRESENT CONDITION OF THE

Decks	Planks (Bottom) & Counter	Ceiling	Boats
Waterways	Transoms Rivets	Rudder	Masts, Yards, &c.
Comings	Breasthooks & Stemson	Windlass & Capstan	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails
Low'r Dk. Beams & Fastenings	Members of Frame at the openings	Cement (if Iron Ship)	Anchors No. of
Plank sheers	ditto at other places	Caulking of Bot'm, D'k, & Wat'rways	Cables
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Felt.)	Hawsers & Warps
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging
Wales			
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways
			Hatches

General Observations, Opinion as to Class, Recommendation, &c.: She is now in a good and efficient condition and the Rule for S.S. No 3 having been complied with, she is eligible in our opinion to remain classed 100A & with record of survey S.S. No 3. 7. 91 and amended record of Rig and ballast tanks as above.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 5 - -	Fees applied for,
Office Fee (if chargeable) per Scale II., Sec. 27...	£ - - -	9/4 1891
Survey Fee (per Section 28) for survey of alterations	£ 9 10 -	Received by me,
Special Fee (per Section 28) (see Sec. 28)	£ 2 - -	26.8 1891
*Certificate (if required) to be sent as per margin	£ - - -	M.R.H.
Travelling Expenses (if chargeable)	£ - - -	
Second Surveyor's Fee (if any)	£ - 10 -	

Committee's Minute

Character assigned

100A

SS No 3 - 7/91

Note rig + w.b. record

GLS162-0257

10810 gls

Transverse watertight bulkhead at after end of engine room has been removed for refrigerating engine, also bulkhead at fore part of engine room similarly removed for H.P. engine, the recessed additions being properly stiffened and made watertight. New casing built on bridge deck extending through length of stokehold engine room & including the galley. New boats slides fitted.

The ballast tank between engines and boilers has been removed, but the after ballast tank remains in the vessel and has been duly tested with water pressure and found satisfactory. The builders state that the water capacity of after tank is 130 tons and not 152 tons, as recorded in Register Book.

L. Healey

N.B.—In this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.