

REPORT of SURVEY for REPAIRS, &c.

No. 11015 Date of Writing Report 25 Sept 1891 Port of Glasgow  
No. in g. Book. Survey held at Glasgow Date, First Survey 23 June 1891 Last Survey 23 Sept 1891  
320 on the S.S. Schooner "Norham Castle" Master Winchester

TONNAGE: NET 2557 GROSS 4392 UNDER DECK 4012  
Built at Glasgow By whom J. Elder & Co When 1883  
Owners D. Currie & Co Port belonging to London  
Owner's Address (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Govan Destined Voyage Cape of Good Hope  
Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins.

1st Survey, No. 5762 Port London  
Clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship  
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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3 and Alterations. Society's Freeboard not altered.

Vessel placed in dry dock. All holds and peaks cleared. Bunkers cleared. All ceiling lifted in holds and bunkers. All iron work freed from oxidation and painted. Bunkers and engines removed, all iron work below same clipped free from oxidation and painted. The cement found to be every where in good condition and closely adhering to the iron. Riffin plating removed and additional strengthening fitted between floors. Ceiling taken off under side lights in cabins and saloon 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-tees fitted to main mast and the vessel now rigged as a schooner. Chain cables ranfed and examined. Shell plating completely laid bare in all bath rooms and W.C's. Oxidation removed and surface painted. The whole of the surface of shell plating clipped and painted.

Alterations effected in the vessel the same as were approved and carried out in sister vessel "Howarden Castle" (Glasgow Report No 10810) and as shown upon tracings attached hereto; the present bulkheads being properly braced, stiffened and made watertight. Three deck floors fitted under propeller shaft and a partial bulkhead fitted between tank

PRESENT CONDITION OF THE	Plating	Plank (Bottom) & Counter	Ceiling	Boats
Decks	Good	Good	Good	Good
Waterways	"	"	"	"
Stairways	"	"	"	"
Upper Dk. Beams & Fastenings	"	"	"	"
Lower Dk. Beams & Fastenings	"	"	"	"
Plank sheers	"	"	"	"
Sheerstrakes	"	"	"	"
Topsides	"	"	"	"
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 Rules for S.S. No 3 having been complied with she is eligible in our opinion to remain classed 100A1 with record of Survey S.S. No 3. 9. 91 and amended record of repairs and ballast tanks as above.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28) .....	£	10	0
For Survey of alterations .....	£	2	0
Special on Damage, Fee (if any) (per Sec. 28) .....	£	:	:
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable) .....	£	:	:
Second Surveyor's Fee (if any) .....	£	:	:

Committee's Minute TUES. 20 OCT 1891  
Character assigned 100A1

Fees applied for, 10/10/1891  
Received by me, L. Hearle

L. Hearle J. Dodd  
Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES. 27 OCT 1891

+ Lmb 10/91 + WB 9/91 Rinkler 91  
Note altered record of W.C's  
G.L.S. 163-0742



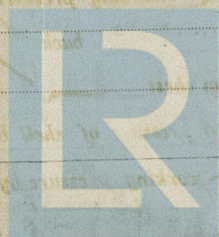
recs, top, and lower deck at after part of vessel for purposes of stiffening. Transverse watertight bulkhead at after end of engine room has been recessed for refrigerating engine, also bulkhead at fore part of engine room similarly recessed for H.P. engine the recessed additions being properly stiffened and made watertight. New casing built on bridge deck extending through length of stokehold and engine room and including the galley. New boat's slides fitted. Rudder plating <sup>and pintles</sup> renewed.

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.

J. Hearn.

N.B.—If 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.

TO WRITE ACR TAP  
STP  
REVOYERS



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