

No. 11164

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2 Decr 1891 When handed in at Local Office 2 Decr 1891 Port of Glasgow MON 14 DEC 1891

No. in Reg. Book 77 Survey held at Glasgow Date, First Survey 9th July 1871 Last Survey 2 Decr 1891
on the Iron Schooner "Warwick Castle" Master J. Breagh

TONNAGE:— Built at Glasgow By whom R. Napier & Sons When 1844 8
GROSS 3056 Owners D. Currie & Co. Port belonging to London
UNDER DECK 2869
NET 1880 Owners' Address

Surveyed Afloat or in Dry Dock? Dry Name of Dock Govan Destined Voyage S. of Good Hope
WB=DB 130 tons; f 130 tons; u&B 130 tons; Cell DB 130 tons; FPT 130 tons; APT 130 tons; MT 130 tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER: 100A 1
Date of last Survey and of Periodical Surveys. S.S. Co. 103 4.90 IMC. 4.90
Machinery and Boiler Surveys (including date of N.B., if any). 2.91

1st Survey, No. 5754 Port London
Society's Freeboard (if assigned) as painted on Ship and now verified 2.91 ft. ins.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alterations

This vessel has now been supplied with new engines and boilers. The original boilers and engines removed; floors, frames, seatings &c below same clipped free from oxidation. Floors drilled to ascertain their thickness and found satisfactory. New boiler bearers fitted and additional seating plates under engines. Owing to increased diameters of boilers it has been found necessary to reduce the breadth of lower deck stringer in boiler space and fit compensation to the stringer as shown in the attached sketch. The accompanying lithographic sketch shows in red ink the alterations now made in the positions of two transverse watertight bulkheads in the tween decks, the iron clb in the vicinity being made watertight at the sides of the vessel. The main hatchway has been increased 4 ft in length and 2½ ft in breadth, also the after hatchway has been lengthened 4 ft. All coamings replaced and made good, also web plates and fore and afters fitted as required by the Rules. The monkey forecastle has been removed and a topgallant

SUMMARY OF DAMAGE REPAIRS:— Plates, Fair'd or Repaired:— Frames, ditto. Plates, Renewed:— Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Plates, Fair'd or Repaired		Frames, ditto		Plates, Renewed		Frames, ditto		Other Repairs	
Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M.	✓	Hatches	Good				
Waterways	"	Timbers of Frame at the openings	"	(State if on Felt.)		Boats	"				
Windings	"	Ditto ditto at other places	"	When put on, Month	✓	Masts, Yards, &c.	"				
Upper Dk. Beams & Fastenings	"	Keelsons	"	Rudder	Good	Condition, how ascertained	By Exam'n				
Lower Dk. Beams & Fastenings	"	Clamps, Shelves & Stringers	"	Windlass & Capstan	"	Sails	Good				
Plating	"	Salting	"	Pumps	"	Anchors No. of	3B. 18. 2K				
Planking	"	Ceiling	"	Engine Room Skylights	"	Cables, length	not ranged				
Ironwork or Rivets	"	Cement or Asphalt (State which.)	"	Coal Bunker, Open'gs, Lids, &c.	"	(State if now ranged)					
Reesthooks & Stemson	"	Tanks (State if now tested.)	"	Scuppers	"	Hawsers & Warps	Good				
		Caulking of Bot'm, D'k, & Wat'rw'ys	"	Cargo & Main H'tch'w'ys	"	Standing & Running Rigging	Good				

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

She is now in a good and efficient condition and eligible in my opinion to remain classed 100A 1 as at present, with record of Survey 12.91 and with amended notation of tonnage and rig as stated above

Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,	
by Fee (per Section 28)	£	:	:	10/12 18.91	
al Damage or Repair Fee (if any) (per Sec. 28.)	£	6	:	Received by me,	
ing Expenses (if chargeable)	£	:	:	10/12 18.91	
urveyor's Fee (if any)	£	:	:		
ertificate now required?					

Surveyor to Lloyd's Register of British & Foreign Shipping.
TUES. 15 DEC 1891
100A 1
LMC 12.91
+ NB 12.91 Tpd. 91
Note erections
GLS163-0318
Lloyd's Register Foundation

11164 Gb

forecastle fitted in the manner shown by the accompanying sketch. The present length of topgallant forecastle is $55\frac{1}{2}$ ft. Also the bridge has been increased ^{14 ft.} in length, the additional framing and plating being the same scantling as in the original length of bridge. The present length of bridge is $94\frac{1}{2}$ ft. The rails and stanchions around the sides of the vessel, between the deck erections, have been removed, together with the ~~waterway~~ plank. Bulwarks have been fitted, together with a gutter waterway, in the manner shown by the attached sketch. New cast steel house pipes fitted, to work chain cable over top of forecastle. Alterations made in cabin and passenger accommodation. Main mast removed and rig of vessel altered to that of a schooner.

The space between the floors, from fore end of forward cross bunker to after end of after cross bunker, has been filled in solid with about 200 tons of a concrete made with steel slag and Portland Cement.

L. Hearn.