

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

TUESDAY 2 MARCH 1886

No. in Reg. Book. Survey held at *London* Date, First Survey *16th July*, Last Survey *20th July 1886*

111 on the *Iron Screw Steamer "GARTH CASTLE"* Master *R. Duncan*

TONNAGE:— NET *2381* Built at *Glasgow* By whom *J. Eldon & Co.* When *1880* YEAR. MONTH. *12*

GROSS *3705* Owners *D. Currie & Co.* Port belonging to *London*

UNDER DK. *3537* Owners' Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Sharnes Iron Works* Destined Voyage *Cape*

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Character in Register Book.

Classed *100 A1*

Last Survey, No. *45642* Port *London* *SS Nov-85* *12,85*

(State 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. in salt water ft. ins. in fresh water ft. ins.)

REPAIRS, OR EXAMINATION AS PER RULE

Condition

This Vessel has been examined in the Sharnes Iron Works proving dock.

The bottom found in good order has been cleaned and painted. The rudder has been lifted, the pintles bushed with brass, and the pudgens bushed with lignum vitae.

The chain cables have been ranged, the pins removed from the shackles, and 300 fathoms found complete and in good order.

PRESENT CONDITION OF THE

Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>2</i>	<i>good</i>
Waterways	<i>1</i>	Trunnels or Rivets	<i>1</i>	Rudder	<i>1</i>	Masts, Yards, &c.	<i>1</i>	<i>1</i>
Comings	<i>1</i>	Breasthooks & Stemson	<i>1</i>	Windlass & Capstan	<i>1</i>	Condition, how ascertained	<i>found</i>	<i>good</i>
Up'r Dk. Beams & Fastenings	<i>1</i>	Transoms, Pointers, & Crutches	<i>1</i>	Pumps	<i>1</i>	Sails	<i>1</i>	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>1</i>	Timbers of Frame at the openings	<i>1</i>	Cement (if Iron Ship)	<i>1</i>	Anchors No. of	<i>3 B, 1 S, 2 K</i>	<i>1</i>
Planksheers	<i>1</i>	Ditto ditto at other places	<i>1</i>	Caulking of Bottom, D'k, & Wat'rways	<i>1</i>	Cables	<i>Ranged</i>	<i>good</i>
Sheerstrakes	<i>1</i>	Keelsons	<i>1</i>	Copper, or Y.M. (State if on Felt.) When put on	<i>1</i>	Hawsers & Warps	<i>1</i>	<i>good</i>
Topsides	<i>1</i>	Clamps & Shelves	<i>1</i>			Standing & Running Rigging	<i>1</i>	<i>1</i>
Wales	<i>1</i>					Hatches	<i>1</i>	<i>1</i>
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>	<i>1</i>

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

This Vessel is now in a sound and efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
Survey Fee (per Section 28) £ : :
Special 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) £ : :
received by me, 188

Chas. H. Jordan
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRIDAY 12 MARCH 1886