

REPORT of SURVEY for REPAIRS, &c.

49335
WED 13 MARCH 1889

Date of Writing Report *March 27th* 1889 Port of *London*

Received in London Office,

No. in Reg. Book. Survey held at *London*

Date, First Survey *March 6th* Last Survey *March 25th* 1889

706 on the Iron Screw Steamer "METHVEN CASTLE" (No. of Visits *Seven*)

Master *W. Hay*

YEAR. MONTH.

TONNAGE:—

NET *1740*

Built at *Glasgow*

By whom *Barclay, Curle & Co.*

When *1883 - 9*

GROSS *2681*

Owners *Messrs. D. Currie & Co.*

Port belonging to *London*

UNDER DEK. *2506*

Owner's Address

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

If Surveyed Afloat or in Dry Dock *Both*

Name of Dock *Thames Limited* Destined Voyage *Cape*

Length of Poop *✓*

ft.: of Forecastle *✓*

ft.: of Raised Or. Deck *✓*

ft.: 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. *48893* Port *Lon*

Classed

100A1
3.89

(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 Summer *—* ft. *—* ins. in Winter *—* ft. *—* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Completion of the Special Survey No. 1 as per London Report No. 48631 dated July 7th 1888.*

The midship tank was examined internally, found in sound condition, cleaned & painted. Subsequently both this and the after Ballast Tanks were tested under water pressure as per Rule requirements and were found satisfactory in every respect.

The vessel was also placed into Dry Dock. The Bottom which was examined was found in good & sound condition and was painted. The chain cables were ranged, the Anchors, warps & general outfit were carefully examined and the vessel wherever seen was found in first class order. The hull was also lifted and all the gudgeons re-fitted with lignum-vitae lining.

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling (when exposed)	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>—</i>	Transverse Rivets	<i>—</i>	Rudder	<i>—</i>	Masts, Yards, &c.	<i>—</i>
Comings	<i>—</i>	Breasthooks and Stemson	<i>—</i>	Windlass & Capstan	<i>—</i>	Condition, how ascertained	<i>from deck</i>
Up'r Dk. Beams & Fastenings	<i>—</i>	Transoms, Pointers, & Crutches	<i>—</i>	Pumps	<i>—</i>	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>—</i>	Timbers of Frame at the openings	<i>Good when seen</i>	Cement (if Iron Ship) (not seen)	<i>✓</i>	Anchors No. of	<i>3 B.; 1 S.; 5 Ks.</i>
Planksheers	<i>—</i>	ditto at other places	<i>—</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>Good</i>	Cables	<i>3 or 4 fath. 3"</i>
Sheerstrakes	<i>—</i>	Keelsons	<i>—</i>	Copper or Lead (when put on)	<i>✓</i>	Hawsers & Warps	<i>Good</i>
Topsides	<i>—</i>	Clamps & Shelves	<i>—</i>	Scuppers	<i>Good</i>	Standing & Running Rigging	<i>—</i>
Wales	<i>—</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>	Hatches	<i>—</i>
Engine Room Skylights	<i>Good</i>						

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good and efficient condition, the whole of the requirements of the Special Survey No. 1 having been duly complied with. I would therefore respectfully submit that she is eligible to remain as classed, viz: 100A1 with the notation: S. S. Lon. No. 1 - 7.88 recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	
Survey Fee (per Section 28)	£	<i>2 2</i>
Special on Damage, Fee (if any) (per Sec. 28)...	£	
*Certificate (if required) to be sent as per margin	£	<i>dr. 11/10/89</i>
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

dr. 11/2/89

Fees applied for, *1. 11 1889*

Received by me,

Henry Wilkinson

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

Committee's Minute *TUES 2 APRIL 1889*

Character assigned *100A1 as No 1 - 88*

FRIDAY 21 FEB 1889

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