

REPORT of SURVEY for REPAIRS, &c.

No. *49482* Date of Writing Report *May 11th* 1889 Port of *London*
 No. in Reg. Book. *102* Survey held at *London* Date, First Survey *April 19th* Last Survey *May 4th* 1889
 on the *Iron Screw Steamer "GARTH CASTLE"* (No. of Visits *Six*) Master *J. Jeffries*

TONNAGE:—
 NET *3381* Built at *Glasgow* By whom *J. Elder & Co.* YEAR. MONTH. *When 1880 - 12*
 GROSS *3705* Owners *Sup. 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 *Both* Name of Dock *Green's Cr. Dock* 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.)

Last Survey, No. *49/68* Port *London* Classed *P. & L. London No. 1-85* 100 A1
 (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 (if assigned) in Summer *—* ft. *—* ins. in Winter *—* ft. *—* ins.
 as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR *a portion of the Special Survey No. 3.*
This vessel was examined whilst at, in Sup. Green & Co's Cranes Dock and subsequently when lying afloat in the East Ind. Dock Basin.

Externally, she was found in first class order and had since been painted from keel to gunwale.

In addition to the requirements of the Rules in regard to same, the whole of the hull ceiling in plating of Bottom and at the turn of Bilge was lifted. The cement, floors, framed reversed frames &c. were examined and found in good and sound condition.

The Sides of Holds, Lower Sts., midship Deep Tank (ruled as a Coal Bunker) after W. B. Tank, Bilge under Engines & Boilers, Fore and after Peaks, also chain Lockers, Store Rooms &c. were examined, found in sound condition, cleaned down & scaled where required & painted throughout.

PRESENT CONDITION OF THE							
Decks	<i>Good</i>	Planks (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>—</i>	Trunks or Rivets	<i>—</i>	Rudder	<i>—</i>	Masts, Yards, &c.	<i>—</i>
Comings	<i>—</i>	Breasthooks & Stanchions	<i>—</i>	Windlass & Capstan	<i>—</i>	Condition, how ascertained	<i>Afloat</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>	Clashes of Frame at the openings	<i>—</i>	Cement (if Iron Ship)	<i>—</i>	Anchors	No. of <i>3 B. 1 S. & 2 H.</i>
Planksheers	<i>—</i>	Clashes ditto at other places	<i>—</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>—</i>	Cables	<i>300 fath. 3/16</i>
Sheerstrakes	<i>—</i>	Keelsons	<i>—</i>	Copper or W.L. <i>(State if painted)</i>	<i>—</i>	Hawsers & Warps	<i>Good</i>
Topsides	<i>Slating</i>	Clamps & Shelves	<i>—</i>	When put on	<i>—</i>	Standing & Running Rigging	<i>—</i>
Wales	<i>Good</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>
						Hatches	<i>—</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good and efficient condition and I would respectfully submit that she is eligible to remain as classed, viz: 100 A1, the notation of the "S.S. Lon. No 3 - 5.89" in the Register Book being deferred until the completion of the present Survey on the vessel's return to this Port.*

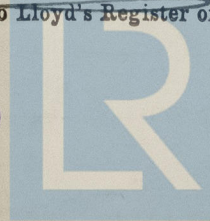
Entry Fee (if chargeable) per Scale I., Sec. 27...
 Office Fee (if chargeable) per Scale II., Sec. 27...
 Survey Fee (per Section 28) ...
 Special on Damage, Fee (if any) (per Sec. 28) ...
 *Certificate (if required) to be sent as per margin
 Travelling Expenses (if chargeable) ...
 Second Surveyor's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

Fees applied for,
 18 5 1889
 Received by me,
 12/2 1889

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

Committee's Minute *TUES 21 MAY 1889*
 Character assigned *Deferred for Completion*

TUES 30 JULY 1889



Lloyd's Register
 Foundation

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examined, re-caulked in several places as required and the hatch, ciling in holds, steering gear, pumps, valves, sounding and suction pipes were overhauled and repaired and renewed as necessary.

The masts, Shrou, standing and running rigging were also examined; the Fore and Main top ~~boards~~ yards, also the Main top gallant yard, all of which were found defective have been renewed and the Main top mast was repaired.

The chain cables were raved; the remainder of the outfit which was examined was found in good order, and the vessel, throughout, with the exception named above, was put in a thoroughly good & efficient condition.

To complete the Special Survey No. 2, the following still required to be done:

The Fore Cross Bunkies (now full of coals) to be examined and both the 'midship' Sels and the after water Ballast Tanks to be tested under water pressure in accordance with the Rule requirements.

Henri Wilton,

11.5.89