

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *183* Survey held at *London* Date, First Survey *Nov. 1st 1889* Last Survey *Nov. 6th 1889*
 on the *Iron Screw Steamer "METHVEN CASTLE"* Master *W. Har.*

TONNAGE:— NET *1689* GROSS *2605* UNDER DK. *3506*
 Built at *Glasgow* By whom *Barclay, Curle & Co.* When *1883 - 9*
 Owners *Mr D. Currie & Co.* Port belonging to *London*
 Owners' Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Green's* 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.)

Classed *100 A1*
 Last Survey, No. *49677* Port *Lon* *L.M.C. 7-88*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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 *Condition.*
 in Summer *✓* ft. *ins.*
 in Winter *✓* ft. *ins.*

Sighted Bottom which was found in very good order with the exception of one plate of A (outside) strake on port side about amidships and in way of side bunkers. This plate was found sharply indented and grazed near the fore butt strap and six rivets in way of this were found started.

Owing to the bunkers being full and to the fact (as stated by owners' representatives) that the vessel is urgently required, the six started rivets were taken out and replaced by sound tapped bolts 1 1/2 in dia. and it was decided that the plate which although indented is quite sound should be removed, straightened and replaced or renewed as may be found necessary on the vessel's return from her present intended voyage to the Cape, a proposal which, it is respectfully submitted, should meet with the committee's approval.

PRESENT CONDITION OF THE	Plating	Plating	Plating	Plating	Plating
Decks	Good	Plating (Bottom) & Counter	Good	Ceiling	Good
Waterways	Good	Transverse Rivets	Good	Rudder	Good
Comings	Good	Breasthooks & Stemson	Good	Windlass & Capstan	Good
Up'r Dk. Beams & Fastenings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good
Low'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	Good	Cement (if Iron Ship)	Not Seen
Planksheers	Good	Ditto ditto at other places	Good	Caulking of Bot'm, D'k, & Watrways	Good
Sheerstrakes	Good	Keelsons	Good	Warping	Good
Topsides	Good	Clamps & Shelves	Good	Boats	Good
Wales	Good	Coal Bunker, Openings, Lids, &c	Good	Masts, Yards, &c.	Good
Engine Room Skylights	Good	Scuppers	Good	Condition, how ascertained	from Deck
		Cargo & Main Hatchways	Good	Sails	Good
		Hatches	Good	Anchors	No. of 3 B, 1 S, & 3 K.
				Cables	Reported Complete
				Hawsers & Warps	Good
				Standing & Running Rigging	Good

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen and with the above named exception in good and efficient condition and I would respectfully submit that she is eligible to remain as classed, without any fresh record of Survey.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,	18
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	Received by me,	18
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)	£	:	:		

Committee's Minute *Deferred for further survey on return*
 Character assigned *Deferred*
 Surveyor to Lloyd's Register of British & Foreign Shipping.
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