

REPORT of SURVEY for REPAIRS, &c.

No. 50052 Date of Writing Report Nov. 23^d 1889 Port of London
 No. in Reg. Book. 107 Survey held at London Date, First Survey Nov. 5th Last Survey Nov. 20th 1889
 on the Iron Screw Steamer "TAYMOUTH CASTLE" No. of Visits 7 Master A. S. Andrews

TONNAGE:— Built at Glasgow By whom Barclay, Curle & Co. When 1877 - 3
 NET 1172 Owners Mr. J. Currie & Co. Port belonging to London
 GROSS 1827 Owners' Address (if not already recorded in Appendix to Register Book.)
 UNDER DEK. 1790

If Surveyed Afloat or in Dry Dock Both Name of Dock Hamelin's Dry 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.)

Classed 100 A1
 Last Survey, No. 49823 Port London L.M.C. 8-88 S.P. C.L. No. 2-86 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 (if assigned) as painted on Ship } in Summer mm ft. mm ins. }
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials } in Winter mm ft. mm ins. }

REPAIRS, OR EXAMINATION AS PER RULE, FOR a portion of the Special Survey No. 3 and
for repairs consequent upon some damage caused by fire which is
stated to have originated in the Coal Room abaft the Collision B.H.
on the homeward voyage.

For the Special Survey No. 3:
The vessel was placed in dry dock when the
bottom which was found in first class order was cleaned and
painted. The fore peak was entirely cleared out, all battens
and permanent ceiling being removed; all oxidation on the plates
and framing was removed by heating and scaling and the fore
peak was re-coated throughout.
At New River Anchor 31.1.12 (ex. Stock) Certificate No. 678, stated:
Chests, April 3^d 1882 and signed by A. S. Jack, Supt. was supplied in lieu of
one broken and part lost, originally weighing 28-3.23, the certificate
of which had been duly cancelled.

Owing, however, to the owners' inability to detain the

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling (where exp'd)	Good	Boats	Good
Decks	Good	Twelve Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Waterways	Good	Breasthooks & Stenches	Good	Windlass & Capstan	Good	Condition, how ascertained	from Deck
Comings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Good
Up'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	Good	Cement (if Iron Ship) (where exp'd)	Good	Anchor No. of 3 B.; 1 S. & 2 K.	Good
Low'r Dk. Beams & Fastenings	Good	Ditto ditto at other places	Good	Caulking of Bot'm, D'k, & Wat'rways	Good	Cables	Reported Complete
Plank sheers	Good	Keelsons	Good	Copper or V.L.	Good	Hawsers & Warps	Good
Sheerstrakes	Good	Clamps & Shells	Good	Wharpoon	Good	Standing & Running Rigging	Good
Topsides	Good						
Wales	Good						
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c	Good	Scuppers	Good	Cargo & Main Hatchways	Good
						Hatches	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now, as
far as can be seen, in good and efficient condition, and I
would respectfully submit that she is eligible to remain as classed
and to have the notation: "100 A1 11-89" recorded in the Register Book,
the record of the S.P. No. 3 being deferred until the completion of the Survey.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£		Fees applied for,	
Office Fee (if chargeable) per Scale II., Sec. 27...	£		18	
Survey Fee (per Section 28)	£			
Special on Damage, Fee (if any) (per Sec. 28) ...	£		Received by me,	
Certificate (if required) to be sent as per margin	£		18	
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

Committee's Minute Deferred for
 Character assigned Completed
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 TUES 26 NOV 1889
 TUES 25 MARCH 1890
 TUES 22 APRIL 1890
 FRI 29 AUGUST 1890
 Lloyd's Register Foundation
 LON 687-0429

Vessel at the present moment, the Special Survey No. 3 could not be proceeded with and no opportunity could be afforded to either drill the shell or to lift any of the permanent ceiling. This understood from the Owners' Representative, Capt. Howden, that the requirements of the Special Survey now due will be carried out, ^{on the vessel's return to this Port,} and as the vessel, as far as can be seen, appears generally in very good order, the undersigned would respectfully submit that this request might be acceded to.

In consequence of the damage through fire:

The underside of the middle deck (immediately abaft the C.B.H.) which was found charred, was tubed bright, re-coated and lined between the beams with $\frac{1}{2}$ " boards. The middle deck at that part was afterwards re-caulked; a short length of stringer plate, on each side, at the fore end found slightly buckled, being straightened as far as practicable and additionally secured with through bolts.

A hole which had been cut through the upper portion of the collision B.H. on port side, for the purpose of letting in water to extinguish the fire was covered with a doubling plate & made watertight, and a vertical angle iron stiffener was fitted on pt. side as a compensation for one of the bulkhead plates which was found buckled by the action of the fire but subsequently joined as far as practicable without removing the plate from the ship's side.

Henri Wilkinson

22.11.89