

# REPORT of SURVEY for REPAIRS, &c.

No. *50167* Date of Writing Report *January 6<sup>th</sup> 1890* Port of *London* Received in London Office, *7/1/90*  
 No. in Reg. Book. Survey held at *Northfleet* Date, First Survey *Dec. 30<sup>th</sup> 89* Last Survey *Jan. 4<sup>th</sup> 1890*  
 on the *Steel Screw Steamer*: "CARDIFF CASTLE" (No. of Visits) Master *Wm Wood* YEAR. MONTH.

TONNAGE:— Built at *Cardiff* By whom *The Butte S. B. & E. Co. Ltd.* When *1889* - *10*  
 NET Owners *sup Wood Bros.* Port belonging to *Cardiff*  
 GROSS Owner's Address  
 UNDER DK. (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Afloat* Name of Dock *of Northfleet* Destined Voyage *Newport (Mon)*  
 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. *9544* Port *Glo* Classified *Contemplated* 100 A1  
 (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) in Summer *—* ft. *ins.*  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter *—* ft. *ins.*  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR. *Part Completion as per Glasgow Report*  
*No. 9544 dated Dec. 30<sup>th</sup> 1889, also Mr. Rale's memorandum dated 18.11.89.*  
*Work done:*

*The No. 3 (under Eng. & Boiler) also the No. 5 (aftermost) water Ballast Tanks made watertight, re-tested under pressure and found satisfactory. Collision Bulkhead and Shaft Tunnel also tested for watertightness and found good. Shelves fitted to after Bulkhead and cement in gutters at sides of Double Bottom carried further up the Bilge as required.*

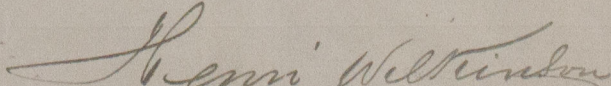
*The chain cables altered and re-tested with certificates of same produced, were found to be working satisfactorily on one (the port) Anchor being heaved up. A certificate for 74 fath. & 5½ fms of 1½" Stream chain, No. 18842 dated 7.11.89 and marked 6.7.88 L. P. H. - N. 18842 by J. Wood, Aston & Co. and signed by D. G. Lewis (Sup't) was also produced and the chain, on being examined was found in good order.*

*The Decks and Holds were examined as far as practicable.*

| PRESENT CONDITION OF THE     |                                  |                                      |                            |
|------------------------------|----------------------------------|--------------------------------------|----------------------------|
| Decks                        | Plank (Bottom) & Counter         | Ceiling                              | Boats                      |
| Waterways                    | Treenails or Rivets              | Rudder                               | Masts, Yards, &c.          |
| Comings                      | Breasthooks and Stemson          | Windlass & Capstan                   | Condition, how ascertained |
| Up'r Dk. Beams & Fastenings  | Transoms, Pointers, & Crutches   | Pumps                                | Sails                      |
| Low'r Dk. Beams & Fastenings | Timbers of Frame at the opening  | Cement (if Iron Ship)                | Anchors No. of             |
| Planksheers                  | Ditto ditto at other places      | Caulking of Bottom, D'k, & Wat'rways | Cables                     |
| Sheerstrakes                 | Keelsons                         | Copper, or Y.M. (State if on Felt.)  | Hawsers & Warps            |
| Topsides                     | Clamps & Shelves                 | When put on                          | Standing & Running Rigging |
| Wales                        |                                  |                                      |                            |
| Engine Room Skylights        | Coal Bunker, Openings, Lids, &c. | Scuppers                             | Cargo & Main Hatchways     |
|                              |                                  |                                      | Hatches                    |

General Observations, Opinion as to Class, Recommendation, &c.: *I respectfully beg to submit this Report for the information of the Committee and to suggest that further attention should be given to the vessel on her arrival at Newport. (Mon.)* *W. J. Off*

|  |   |   |   |                             |
|--|---|---|---|-----------------------------|
| Entry Fee (if chargeable) per Scale I., Sec. 27...   | £ | : | : | Fees applied for,<br><br>18 |
| 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) .....            | £ | : | : | Received by me,<br><br>18   |
| Second Surveyor's Fee (if any) .....                 | £ | : | : |                             |



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

Committee's Minute *TUES 21 JAN 1890*  
 Character assigned *Serv to Newport*  
 Lloyd's Register Foundation  
 LON 688 - 0159

50167, Jan.

a large number of rivets in decks and through beams, web framed, stringers &c., more especially in the After Hold, were fitted, and several Stanchions in the Fore Hold, left unriveted have been riveted as required.

The After Peak was tested under water pressure as per Rule requirements but was found to be leaking in several places, ~~but~~ more especially at one of the collars on Starboard Side. In addition to this, Mr. Rules' recommendations, as specified in his List of Details dated 18.11.89, have been duly complied with except for the following:—

Top of Hatch coamings to ship & finish off (not completed)  
Various cleats and eye bolts to be fitted as arranged by master (not done)  
Fiddley and Engine Room Skylight (to complete) — All Ladders to fit.  
Bunker Hatchway (to complete) — Doors to Forecastle Companion (to fit)

The After Peak Tank should also be made watertight & re-tested, and the following items should, it is respectfully submitted, be also attended to:

In Upper Bunkers and Engineer's Store Room: Bracket plates to be fitted to lower ends of web framed (on each side) and a number of rivets in Beams, also sleep & covering plates at ends to be fitted.  
Loos through Beams in Boiler Space (cut to put in Boilers) to be properly scarphed.

Two Stanchions (now on board) to be fitted under Strong Beam at the fore end of the Engines.

The vessel is now on her way to Newport (Mon.) where it is understood she will complete her Survey, and on the 4<sup>th</sup> inst. the Under-Signed addressed a letter to the Society's Surveyor at that Port specifying the several items which still remain to be dealt with.

Henri Wilkinson

6.1.90