

# REPORT of SURVEY for REPAIRS, &c.

No. *587* Date of Writing Report *April 3<sup>d</sup> 1890* Port of *London* Received in London Office, *THURS 3 APRIL 1890*  
 No. in Reg. Book. *587* Survey held at *London* Date, First Survey *March 15<sup>th</sup>* Last Survey *April 1890*  
 on the *Iron Screw Steamer: BOTHWELL CASTLE* Master *J. C. Lod.*

TONNAGE:—  
 NET *1653*  
 GROSS *2542*  
 UNDER DK. *2399*  
 Built at *Midlothian* By whom *R. Dixon & Co.* When *1881-3*  
 Owners *Bothwell Castle S.S. Co. (Lim.)* Port belonging to *London*  
 Owner's Address *(if not already recorded in Appendix to Register Book.)*  
 If Surveyed Afloat or in Dry Dock *Both* Name of Dock *West Ind. Dock* Destined Voyage  
 Length of Poop *—* ft.: of Forecastle *—* ft.: of Raised Qr. Deck *—* ft.: Moulded Depth *—* ft. *—* ins.  
 (if these particulars are not yet recorded in the Register Book.)  
 Classified *100A1*  
 Last Survey, No. *412<sup>a</sup>* Port *Sydney* *S.S. 5-88* *L.M.C. 9-85* *S.S. Lon. No. 1-85* *2-89*  
 (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.)  
 in Summer *5* ft. *9* ins.  
 in Winter *—* ft. *—* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *the Special Survey No. 2.*  
*This vessel was examined in the S.W. India Dock and, subsequently, whilst dry, on blocks, in the West India Docks.*  
*The whole of the ceiling in the flat of the bottom, also several planks, on each side at the Bilge, found defective were lifted; the cement, floors, reversed frames &c. at that part were examined, found in good & sound condition, cleaned & re-coated. New ceiling, equal to about 2/3<sup>rd</sup> of the whole was then relaid.*  
*The Sides of Holds, Green Stk., Side & Cross Bunkers, Engine & Boiler Beams & Bilge in way of same; Seats and After W.C. Tank were examined, found in sound condition, cleaned & scaled where required and re-coated throughout.*  
*The Ballast Tank was subsequently tested under water pressure as per Rule requirements.*  
*The Decks were examined & found good with the exception*

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Waterways	—	Strenuous or Rivets	—	Rudder	—	Masts, Yards, &c.	—
Comings	—	Breasthooks and Stowage	—	Windlass & Capstan	—	Condition, how ascertained	<i>Always</i>
Up'r Dk. Beams & Fastenings	—	Transoms, Decks, & Crutches	—	Pumps	—	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	—	Timbers of Frame at the opening	—	Cement (if Iron Ship)	—	Anchors No. of	<i>3 B.; 1 S. &amp; 2 K.</i>
Planksheers	—	Timbers ditto at other places	—	Caulking of Bot'm, D'k, & Wat'rways	—	Cables	<i>Complete &amp; Good</i>
Sheerstrakes	—	Keelsons	—	Copper on T.M. (State if painted.)	—	Hawsers & Warps	—
Topsides	—	Clamps & Shelves	—	When put on	—	Standing & Running Rigging	—
Wales	—						
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good
Hatches	—						

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is in good and efficient condition and the whole of the requirements of the Rules with reference to the Special Survey No. 2 having been fully complied with, we would respectfully submit that she is eligible to remain as classed and to have the notation "S.S. Lon. No. 2-90 100A1 4-90" 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) £ 6 : 10 :  
 Special on Damage, Fee (if any) (per Sec. 28)... £ — : — :  
 \*Certificate (if required) to be sent as per margin £ — : 5 :  
 Travelling Expenses (if chargeable) £ — : — :  
 Second Surveyor's Fee (if any) £ — : 10 :  
 Fees applied for, *17/4 1890*  
 Received by me, *23-4 1890*  
*Henri Wilkinson*  
*Harry W. Wilkins*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *FRIDAY 18 APRIL 1890*  
 Character assigned *100A1*  
*SS No 2-90*  
 Robert Edmund Taylor & Son, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

State if a Report is also sent on the Machinery of the Ship or if not, whether, and when, one will be sent.

Insert Character precisely as in Register Book.

Lloyd's Register Foundation  
 LON 689-0147



50493. Jan

of about 4 plants on each side the Engine & Boiler casings which being found worn were taken out and renewed - Hatches & all Hatchways were overhauled & most of them renewed. The masts, Spars and Riggers were examined & altered; the rigging removed as required, and the whole mast overhauled & repaired as necessary.

The Windlass, Steering Gear, pumps, Shutes, sounding & Suction pipes, also the Boats, Sails, Ropes & general outfit were also examined, overhauled repaired and renewed as required; The Anchors, also the chain cables, viz: 3 or 4 faths. of  $1\frac{1}{2}$  were raised and found complete and in good order.

Externally: The vessel was found in good and sound condition, scaled on both sides between the light and load lines, cleaned & painted from keel to Gunwale.

The Rudder was lifted and the Rudder pinth re-bushed and the vessel was, in every respect, put in a thoroughly good and efficient condition.

Herri Wilkenson

3. 4. 90

Harry W. Wilkenson

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation