

# REPORT of SURVEY for REPAIRS, &c.

No. 87 Date of Writing Report 29<sup>th</sup> April 1890 Port of London  
No. in Reg. Book. Survey held at London Date, First Survey 21<sup>st</sup> July Last Survey 29<sup>th</sup> April 1890  
(No. of Vials) 3 Master Crayke - 90  
on the Iron Screw Steamer WARWICK CASTLE Port belonging to London

TONNAGE:—  
NET 1869 Built at Glasgow By whom R. Napier & Sons When 1877 8  
GROSS 2923 Owners D. Currie & Co.  
UNDER DEK. 2869 Owner's Address  
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock by Dock Name of Dock Shames Iron Works Destined Voyage Cape  
Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. ins.  
(if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 1230 Port Rotterdam Classed LMC 6.87 100 A1  
BS 8.88 7.89  
(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.)  
in Summer ft. ins. ins.  
in Winter ft. ins. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part 1. S. M. 3  
The bottom examined cleaned and coated, The cables ranged out for examination 300 fathoms. The masts spars and general equipment overhauled. The peaks examined, all the close ceiling in the holds removed, and the iron work scaled and painted. The Ballast Tanks examined inside cleaned & coated and tested with 8 ft head of water as per Rules. The coal Bunkers examined, ceiling removed & iron work cleaned & coated, except the after pockets each side in Engine Room which will be presented for survey on her return from her present voyage. Several holes were drilled above the Bilge in the Bunkers, and the thickness of the plates were all 3 1/4 inches. as built 12/76  
The plating was examined under the side lights in Tween Decks by the removal of the lining.

In consequence of damage alleged to have been sustained through coming into contact with the Rubble Stone wall at Flushing on the 31<sup>st</sup> Oct. 1889 (Vide Rotterdam P.T.O.)  
PRESENT CONDITION OF THE  
Decks Good Plank (Bottom) & Counter Good Ceiling Good Boats 8 Good  
Waterways " Transoms or Rivets " Rudder " Masts, Yards, &c. "  
Comings " Breasthooks and Stemson " Windlass & Capstan " Condition, how ascertained By exam.  
Up'r Dk. Beams & Fastenings " Transoms, Pointers, & Crutches " Pumps " Sails good  
Low'r Dk. Beams & Fastenings " Timbers of Frame at the opening " Cement (if Iron Ship) " Anchors No. of 3 B, 1 S, 2 K  
Plank sheers " ditto at other places " Caulking of Bot'm, D'k, & Wat'rways " Cables ranged good  
Sheerstrakes " Keelsons " Copper, or Y.M. " Hawser & Warps "  
Top-sides " Clamps & Shells " (State if on Felt.) " Standing & Running Rigging "  
Wales " Engine Room Skylights " Coal Bunker, Openings, Lids, &c. " Scuppers Good Cargo & Main Hatchways good Hatches "

General Observations, Opinion as to Class, Recommendation, &c.:  
This vessel now appears to be in a sound and efficient condition  
able in our opinion to remain as classed and to have the Special Survey  
No 3 recorded when the Bunker pockets in Engine Room are examined.  
This survey be recorded Low 3/90

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 5 : - : -  
Office Fee (if chargeable) per Scale II., Sec. 27... £ : : :  
Survey Fee (per Section 28) £ 10 : - : -  
Special on Damage, Fee (if any) (per Sec. 28)... £ 8 : 8 : -  
Certificate (if required) to be sent as per margin £ : : :  
Travelling Expenses (if chargeable) £ : : :  
Second Surveyor's Fee (if any) £ : : :  
Committee's Minute FRIDAY 2 MAY 1890  
Character assigned Deferred for 24/90  
Fees applied for, 1.5 1890  
Received by me, 13/5 1890  
Edward J. Tierney  
G. Stanbury  
Chas. H. Jordan  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
TUES 20 JULY 1890  
FRI 24 OCT 1890  
Lloyd's Register  
Foundation  
LON 689-0249

50567 *Lon*

Report 1230, 2/11/89, the vessel has now undergone the following repairs, viz:—

The stern frame removed, the whole of the keel piece and the upper part of the rudder post for about 16' 6" renewed, and the frame replaced. The rudder entirely renewed. The outer plate on each side partly renewed for about 5 feet. A portion of the frame at the rudder post, and also a portion of the next frame forward renewed with flanged plates across the middle line. Two additional pillars 3½" dia. fitted, one on each side of the rudder post, from the transom floor to the upper deck beam, and new top and bottom steel angle collars fitted to the rudder trunk. A plate has been removed from the counter on each side of the middle line for removing the stern frame and afterwards replaced.

*Chas. H. Jordan*  
*G. Stanbury*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS



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