

# REPORT of SURVEY for REPAIRS, &c.

No. *522* Date of Writing Report *June 11<sup>th</sup> 1891* Port of *London*  
 No. in Reg. Book. *522* Survey held at *London* Date, First Survey *25/5/91* Last Survey *June 2<sup>nd</sup> 1891*  
 On the *METHVEN CASTLE* Iron *Sewer* Master *Renard*

TONNAGE:—  
 NET *1689* Built at *Glasgow* By whom *Barclay Currie & Co* When *1883-9*  
 GROSS *2605* Owners *D Currie & Co* Port belonging to *London*  
 UNDER DECK *2506* Owner's Address  
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Greens* Destined Voyage *Cape of Good Hope*  
 Length of Poop *13.5* ft.: of Forecastle *29.1* ft.: of Raised Or. Deck *14.8* ft.: Moulded Depth *100* ft. ins. *11*  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *51538* Port *London* *1888* *1891*  
 (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 *Condition.*

*This vessel was placed in dry dock, the bottom examined cleaned & coated.*  
*The chain cables coiled out for inspection*  
*Gave notice to Marine Superintendent that the Special Survey No 2 was due in Autumn this year*  
*9/91*

PRESENT CONDITION OF THE							
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>✓</i>	Transoms & Rivets	<i>✓</i>	Rudder	<i>✓</i>	Masts, Yards, &c.	<i>✓</i>
Comings	<i>✓</i>	Breasthooks and Stemson	<i>✓</i>	Windlass & Capstan	<i>✓</i>	Condition, how ascertained	<i>from 2<sup>nd</sup> good</i>
Up'r Dk. Beams & Fastenings	<i>✓</i>	Transoms, Pointers, & Crutches	<i>✓</i>	Pumps	<i>✓</i>	Sails	<i>✓</i>
Low'r Dk. Beams & Fastenings	<i>✓</i>	Timbers of Frame at the openings	<i>✓</i>	Cement (If Iron Ship)	<i>✓</i>	Anchors No. <i>30, 18, 2K</i>	<i>✓</i>
Plank sheers	<i>✓</i>	<i>Ditto</i> ditto at other places	<i>✓</i>	Caulking of Bot'm, D'k, & Watrways	<i>✓</i>	Cables	<i>✓</i>
Sheerstrakes	<i>✓</i>	Keelsons	<i>✓</i>	Copper, or Y.M. (State if on Felt.)	<i>✓</i>	Hawsers & Warps	<i>✓</i>
Topsides	<i>✓</i>	Clamps & Shelves	<i>✓</i>	When put on	<i>✓</i>	Standing & Running Rigging	<i>✓</i>
Wales	<i>✓</i>					Hatches	<i>✓</i>
Engine Room Skylights	<i>✓</i>	Coal Bunker, Openings, Lids, &c.	<i>✓</i>	Scuppers	<i>✓</i>	Cargo & Main Hatchways	<i>✓</i>

General Observations, Opinion as to Class, Recommendation, &c.:  
*This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed with Lon 691 recorded*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 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	£	:	:	Received by me, 18
Travelling Expenses (if chargeable) .....	£	:	:	
Second Surveyor's Fee (if any) .....	£	:	:	
	£	:	:	

Committee's Minute *FRI 19 JUN 1891*  
 Character assigned *100A 1*