

# REPORT of SURVEY for REPAIRS, &c.

Writing Report 2<sup>nd</sup> Sept 1892 When handed in at Local Office

Port of London

MON. 5 SEP 1892

Survey held at London Date, First Survey 14<sup>th</sup> July Last Survey 31<sup>st</sup> August 1892  
 on the Iron Screw Steamer "Methven Castle" (No. of Visits 9) Master R. Rendell 79-89.

TONNAGE:- Built at Glasgow By whom Barclay, Curle & Co When 1883  
 GROSS 2605 Owners D. Currie & Co Port belonging to London  
 UNDER DECK 2506  
 NET 1689

Owners' Address  
 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Green's Destined Voyage Cape of Good Hope

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.  
 \* for Special Survey.  
 Date of last Survey and of Periodical Surveys.  
 Years Assigned any expired.  
 Machinery and Boiler Surveys (including date of N.B., if any).  
 £ 100 A. 1.  
 8, 91.  
 S. L. No. 1-88  
 Society's Freeboard (if assigned) as painted on Ship and now verified

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Towards completion of S. L. No. 2

It appears from report of survey held on this vessel at London in March/92 that the following is required to be done to complete the special survey No. 2 viz: the chain cables to be ranged, and the whole of the interior of the vessel to be examined. The chain cables have been ranged. The timber boards and ceiling in excess of the Rules lifted on each side fore & aft. The inside of the tanks examined, and the tanks tested by a head of water. The peaks examined. The engine & boiler space examined. To complete the special survey No. 2, the after cross bunker and two side pockets of the bunkers remain to be examined - these spaces are intended to be prepared for examination on the return of the vessel from her present voyage. The vessel has also now been placed in dry dock - the bottom examined and is in good condition. The fore topmast renewed.

SUMMARY OF DAMAGE REPAIRS: - Plates, Faired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

## PRESENT CONDITION OF THE

Decks	good	Transoms, Pointers, & Crutches	good	Copper, or I.M.		Hatches	good
Waterways	do	Timbers of Frame at the openings	do	(State if on Fitter)		Boats	do
Coamings	do	Ditto ditto at other places	do	When put on, Month	Year	Masts, Yards, &c.	do
Up'r Dk. Beams & Fastenings	do	Keelsons	do	Rudder	good	Condition, how ascertained	from deck
Low'r Dk. Beams & Fastenings	do	Clamps, Shells & Stringers	do	Windlass & Capstan	do	Sails	not exam?
Plating	do	Siding	do	Pumps	do	Anchors No. of	3 B. 1 P. 2 K.
Planing	do	Ceiling	do	Engine Room Skylights	good	Cables, length	300 fms. size 2 1/2"
Freemasts or Rivets	do	Cement or Asphalt (State which)	do	Coal Bunker, Open'gs, Lids, &c.	do	(State if now ranged)	yes
Breasthooks & Stemson	do	Tanks (State if now tested.)	yes	Scuppers	do	Hawsers & Warps	good
		Caulking of Bot'm, D'k, & Wat'rw'ys	good	Cargo & Main H'tch'w'ys	do	Standing & Running Rigging	do

## General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9, 91," or "to remain as classed and to have record of survey, 9, 91, and the notations of ss No. 1-91 and ptnd 91, &c."

This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and when the remainder of the special survey No. 2, as above indicated, has been complied with, to be marked "S. L. No. 2" in the Register Book. No record of survey to be made. The freeboard in the Register Book should be erased, as the freeboard on the vessel's sides is that of the Board of Trade.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	6	10	5/10 1892
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	13/9 1892
Second Surveyor's Fee (if any)	£	:	:	

\*Is Certificate now required?

Committee's Minute

Character assigned

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

FRI 14 OCT 1892

TUES. 7 FEB 1893

TUES. 30 MAY 1893

Deferred for  
 Confm of No. 2

Erasmus Freeboard

LON 697-0034