

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14 Aug 1893 When handed in at Local Office 14 Aug 1893 Port of London
No. in Reg. Book. 86 Survey held at London Date, First Survey 18 July Last Survey 3 Aug 1893

on the Wood, Iron or Steel Screw Steamer "Garth Castle" Master J. B. Harrison
TONNAGE:- Built at Glasgow By whom J. Elder & Co When 1880 12 1/2
GROSS 3705 Owners D. Currie & Co Port belonging to London
UNDER DK. 3537
NET 2381 Owners' Address

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Green's Dry Dock. Destined Voyage Cape
WB=DBa/160 tons; f - tons; u&B - tons; Cell DB - tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
FPT - tons; APT - tons; MT - tons.

N.B.—All alterations in the existing records should be underlined.
Last Survey, No. 54355 Port London

(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, Chains, or Hawsers 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 Completion of L.L. N° 3.

According to report of survey held on this vessel at London in May/93—the engine and boiler space require to be examined to complete the special survey N° 3. The engine and boiler spaces have now been examined and oxidation removed. In the boiler space found that several of the rivets in the shell plating were worn at their heads, but the rivets had not lost their holding power. These rivets were situated about six feet out from the middle line—principally on the port side. Recommended that the cement be cut out on the port side from bulkhead to bulkhead in the boiler space about six feet out from the middle line; and on the starboard side about the same distance from the middle line, the cement to be cut out, in the fourth, fifth, tenth and eleventh frame spaces from the fore bulkhead in the boiler space—and that the rivets in these spaces be renewed where found necessary. This is intended to be done on the return of the vessel to the United Kingdom in two months from the present

SUMMARY OF DAMAGE REPAIRS:—Plates, Fairied or Repaired:—Frames, ditto. Plates, Renewed:—Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE				Hatches			
Decks	good	Transoms, Pointers, & Crutches	not exam ^d	Copper, or Y.M.	good	Boats	good
Waterways	good	Timbers of Frame (at the openings)	good	(State if on 2nd or 3rd)	good	Masts, Yards, &c.	good
Coamings	good	Ditto ditto at other places	good	When put on, Month	Year	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	good	Keelsons	good	Rudder	good	Sails	good
Low'r Dk. Beams & Fastenings	good	Clamps, Sheets & Stringers	good	Windlass & Capstan	good	Equipment letter	W
Plating	good	Salt	good	Pumps	not exam ^d	Anchors, No. of	3 B. 1 S. 2 K
Planking	good	(State if examined)	good	Engine Room Skylights	good	Cables (state if now ranged)	no
Greenalls or Rivets	see remarks	Cement or Asphalt (state which)	good	Coal Bunker, Open'gs, Lids, &c.	good	" length	size
Breasthooks & Stemson	not exam ^d	Tanks (state if now tested)	not exam ^d	Scuppers	good	" Rule length	size
		Caulking of Bot'm, D'k, & Wat'rwys	good	Cargo & Main H'tch'wys	good	Hawsers & Warps	good
						Standing & Running Rigging	good

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 ptND91, &c."
With the exception of some rivets with worn heads, in the boiler space, this vessel appears to be in good and efficient condition. She may in my opinion remain as classed, for two months when the rivets referred to will be renewed. The vessel then will be eligible to be marked in the Register Book "L.L. N° 3." Fresh record of survey not to be made.

Office Fee (if chargeable) per Scale II, Sec. 27	2	Fees applied for,	
Survey Fee (per Section 25)	2		18
Special Damage or Repair Fee (if any) (per Sec. 25.)	2	Received by me,	
Travelling Expenses (if chargeable)	2		18
Second Surveyor's Fee (if any)	2		
*Is Certificate now required?			

Committee's Minute TUES. 15 AUG 1893
Character assigned Deferred
L.L. N° 3, 288, 93



54626 Lon.

time - which in my opinion may be taken as satisfactory.
The vessel has been placed in dry dock, the bottom outside examined
and found in good condition - This however was before the boiler space
was ready for examination.

J. H. Truscott.

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.



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