

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Jan 16th 1894 When handed in at Local Office 18 Port of London

No. in Reg. Book 520 Survey held at London Date, First Survey November 13th Last Survey 9th Jan 1894
on the Wood Iron or Steel S.S. "Bothwell Castle" (No. of Visits) Master Robinson 94 - YEAR. MONTH.

TONNAGE:- Built at Girdlestone By whom R. Dixon & Co When 1881 3
GROSS 2542 Owners Bothwell Castle S.S. Coy (Lim) Port belonging to London
UNDER DK. 2899 Owners' Address (J Skinner & Co)
NET 1653 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? Name of Dock Destined Voyage China

W.B.=DBa tons; f tons; uE&B tons; CellDB tons; }
FPT tons; APT tons; MT tons. }
N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 2674 Port Ant

(Periodical Surveys, when held, must be reported in detail and seriatim 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 S.S. "N°3" & repairs on account of damage through grounding

The vessel placed in dry dock, the bottom examined cleaned & painted, rudder lifted & rebushed, the holds peaks & bunkers cleared, all close ceiling removed also the stokehold & engine room flooring, the tanks & engine & boiler room bilges sealed & cleaned, all oxidation removed & the iron work examined. Decks examined & found satisfactory. Steering gear, windlass, pumps, sluices & watertight doors examined & overhauled. Mast & spars examined & mast wedges removed. Chain cables ranged & the general equipment attended to. The plating in way of the side lights exposed & examined. The shell plating carefully examined & found to be in such good condition that it was considered unnecessary to drill it. The cement in bottom & tank wings examined & the peaks cleared & examined, sealed &

SUMMARY OF DAMAGE REPAIRS: — 2 Plates, Fair'd or Repaired; in way of damaged Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs Red frames & side keelsons under

PRESENT CONDITION OF THE			
Decks	Good	Transoms, Pointers, & Crutches	Good
Waterways	"	Timbers of Frame at the openings	"
Coamings	"	Ditto ditto at other places	"
Up'r Dk. Beams & Fastenings	"	Keelsons	"
Low'r Dk. Beams & Fastenings	"	Clamps, Shells & Stringers	"
Plating	"	Salting	"
Planking	"	(State if examined.)	Good
Trunnels or Rivets	Good	Ceiling	"
Breasthooks & Stemson	"	Cement or Asphalt	"
		(State which.)	"
		Tanks	"
		(State if now tested.)	"
		Caulking of Bot'm, D'k, & Wat'rwys	"
		Copper, or Y.M.	"
		(State if on felt.)	"
		When put on, Month	Year
		Rudder	Good
		Windlass & Capstan	"
		Pumps	"
		Engine Room Skylights	"
		Coal Bunker, Open'gs, Lids, &c.	"
		Scuppers	"
		Cargo & Main H'tch'wys	"
		Hatches	Good
		Boats	"
		Masts, Yards, &c.	"
		Condition, how ascertained	examination
		Sails	suft.
		Equipment letter	u
		Anchors, No. of	3 B 15 & 2 Kps
		Cables (State if now ranged)	yes
		" length	300 size 1 1/4 & 1 1/2
		" Rule length	300 size 1 1/2 & 1 1/4
		Hawsers & Warps	Good
		Standing & Running Rigging	"

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 pND91, &c."

This vessel is now in good and efficient condition and in our opinion eligible to remain as classed and to have record of survey 1.94 and notation of S.S. Lon. N°3-1.94 in the Register Book

Office Fee (if chargeable) per Sec. 25 £ 10 Fees applied for, 19 JAN 1894
Survey Fee (per Section 25) £ 2 Received by me, C Buchanan
Special Damage or Repair Fee (if any) £ 2 20/11 1894
Travelling Expenses (if chargeable) £ Surveyor to Lloyd's Register of British & Foreign Shipping.
Second Surveyor's Fee (if any) £
*Is Certificate now required?
Committee's Minute TUES. 23 JAN 1894
Character assigned + LMC 1.94
No. 3 100A1
Lloyd's Register Foundation
LON 701-0083

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and painted. The water ballast tank examined internally, tank top scaled & recoated and tank tested.

All pipe casings & cladding removed, repaired & refitted. Now done:- The double reversed frames under boilers renewed from bilge to bilge and covering plates fitted to those in the stokehold, the side keelson angles on both sides renewed in way of the boilers. The boiler bearers repaired, the bunkers in the EoB space extensively repaired, Engine & Boiler room casings repaired. Two coal hatches renewed and the others repaired, main deck caulked throughout, bow chocks renewed, and deck fittings overhauled generally.

Two hold beams repaired and a number of hold & tween deck pillars, removed, straightened & refitted, main & tween deck hatches repaired & part renewed, hold ceiling part renewed & the middle line keelson in way of fore hatch repaired.

The holds, tween decks & bunkers painted & the floors, tank wings, & internal parts of the tank cement washed.

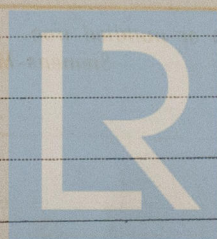
New steel wire towline 100 fms 4" and 90 fms 8 1/2" warp supplied.

Repairs on account of damage:-

one plate on flat of bottom on port side in after hold removed, faired & refitted, & plate next to it part unripped & faired in place, frames in way of damaged plates faired, cement in bottom repaired & double bottom in after hold tested.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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