

REPORT of SURVEY for REPAIRS, &c.

No. *6791* Date of Writing Report *1 Mar. 1888* Port of *West Hartlepool* Received in London Office, *FRIDAY 2 MARCH 1888*
 No. in Reg. Book. *109* Survey held at *West Hartlepool* Date, First Survey *21 Nov. 87* Last Survey *27 Feb 1888*
 on the *Iron Screw Steamer "Garth Castle"* (No. of Visits *24*) Master *J. Jeffries*

TONNAGE:—
 NET *2381* Built at *Glasgow* By whom *J. Elder & Co.* YEAR. MONTH. *When 1880 12th*
 GROSS *3705* Owners *D. Currie & Co.* Port belonging to *London*
 UNDER DK. *353* Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Central* Name of Dock *Central* Destined Voyage *South Africa via London*
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *46501* Port *Lou* Classed *L. S. Lou. Nov. 85.* 100A1
 (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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)
 REPAIRS, OR EXAMINATION AS PER RULE, FOR *In connection with the renewal*
 of boilers & alterations to Machinery }
 The boilers removed, and all oxidation removed from the floors
 keelsons &c in the Boiler & engine space, from bilge to bilge.
 The following repairs in the Boiler space effected on account of
 decay viz:— Nine floors doubled for a length of 30 feet with
 plates $7\frac{1}{2}$ " & $7\frac{1}{4}$ " thick, and eighteen reversed frames on these floors,
 renewed from bilge to bilge, and two floors in the stokehold at each
 end of boiler, strengthened with rider plates from bilge to bilge, $1\frac{1}{2}$ " thick
 riveted to the double reversed frames. The stringer angles & bulb plate
 of the side and lower bilge keelson, on each side, in way of the boiler
 room, with angles $6 \times 4 \times 10\frac{1}{16}$ ", and bulb plate $11 \times 10\frac{1}{16}$ ", and from
 upper bilge stringer to lower bilge stringer, bulb plates, 12 in. 10,
 welded to the frames, & attached to the bilge stringers.
 The boiler chocks refitted, with new angles $5 \times 4 \times 7\frac{1}{16}$ ", and plates $3\frac{1}{4} \times 7\frac{1}{8}$ "
 thick. A seating fitted for the Third Cylinder, formed of $1 \times 7\frac{1}{8}$ "
 P.F.B.

CONDITION OF THE	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good & Sufficient
Days	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Beams & Fastenings	Breasthooks & Stemson	"	Windlass & Capstan	"	Condition, how ascertained	From deck
Beams & Fastenings	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	"
Timbers of Frame at the openings	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of <i>3 B. 15. 2 K.</i>
Ditto ditto at other places	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"	Cables	<i>Stated to be complete</i>
Keelsons	Keelsons	"	Copper, or Y.M. (State if on felt.)	"	Hawsers & Warps	"
Clamps & Shelves	Clamps & Shelves	"	When put on	"	Standing & Running Rigging	"
Coal Bunker, Openings, Lids, &c.	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good
Hatches	Hatches	Good				

Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good & efficient condition, and is in my opinion eligible to remain as classed viz 100A1*

Chargeable per Scale I, Sec. 27... £ : :
 Chargeable per Scale II, Sec. 27... £ : :
 per Section 28... £ *8 : 8* : :
 Image Fee (if any) (per Sec. 28) ... £ : :
 required) to be sent as per margin £ : :
 Senses (if chargeable) ... £ : :
 or's Fee (if any) ... £ : :
 ee's Minute *TUES 6 MARCH 1888*
 r assigned *100A1*

Fees applied for,
1.3. 1888
 Received by me,
7.3. 1888
E. W. 8/3/88

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

S.S. "Garth Castle".

plates & $4 \times 4 \times \frac{5}{16}$ angles, and the Engine Seatings extra strengthened generally.

In connection with the fitting of a Refrigerating Machine, a compartment on the Port side of Engines, erected, formed of $\frac{3}{8}$ plates laid on beams $6 \times 3 \times \frac{9}{16}$, and the side bunker bulkhead forming the inner part of this room, additionally stiffened with vertical angles. The seating of Refrigerating Engine, occupying a space of 8.6×8.0 , formed of three longitudinal bearers, and three intercostal bearers, $\frac{9}{16}$ thick with angles $3 \times 3 \frac{1}{2} \times \frac{7}{16}$, and the same covered with $\frac{1}{2}$ plates.

The floors &c from bilge to bilge throughout the length of the Engines & Boilers cleaned & painted, the sides of the vessel in the Boiler room, and the sides of the vessel in the Refrigerating room, and in the athwartship bunker between the Engine & Boilers cleaned & painted.

All iron casings, bulkheads &c removed to get the Boilers & Machinery into position replaced, and the Boiler casings extended to 7 feet above the Bridge Deck.

L. S. Halliday