

Report of Survey for Repairs, &c., of Engines & Boilers.

No. 106 Port of London (Received at London Office, WEDNES. 25 APRIL 1888)
 No. in Survey held at 106 Date, first Survey 2 June Last Survey 20 June 1887
 Reg. Book. 106 on the Machinery of the S. S. Falmouth Castle (No. of Visits 5)
 If Surveyed Afloat or in Dry Dock Gas Ind. Dock Vessel built at Glasgow in 1877 Engines made in 1877
 (State name of Dock.)
 No. of Main Boilers 1 Made in 1877 Donkey Boiler made in 1877 Working Pressure, Main Boilers 60 lbs.;
 Working Pressure, Donkey Boiler 10 lbs.; Owners D. Currie & Co Port London
 Last Survey No. 106 Class of Vessel and Machinery 100 H.P. 588
 (As in Register Book.)

Particulars of Repairs and Examination Special Survey on Boilers & limits
 (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.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any),
 and make a thorough examination at this time? Yes

If this was not done, state for what reasons? None

And what parts of the Boilers could not be thus thoroughly examined? None

Also what special means, in the absence of internal examination, were adopted by the
 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Examined main (double ended) boiler, superheater
and donkey boiler and found them in a good
condition. The main boiler has been tested to 100 lb
and the donkey boiler to 20 lb. New tubes had been
fitted in the donkey boiler.

Examined tunnel shaft & found it good.
Examined crankshaft & found it good. The aft
half had been renewed as the original one contained
2 circumferential flaws in the crank pin fillets.
The vessel has not yet been docked and is at present
laid up.

The Seacconnections & Tailshaft (limit) have still
to be seen & the safety valves have to be set.

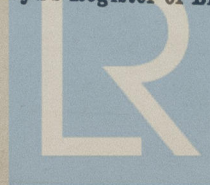
General Observations, Opinion, and Recommendation:— As far as seen the
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)
machinery of this vessel is in a safe working condition
and eligible to remain as classed provided the tailshaft
is found to be in a good condition & the safety valves
set to the proper working pressure.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 3 -	188
Special Damage, Fee (per Section 28).....	£	
*Certificate (if required) as per margin.....	£ 12/9/87	
Travelling Expenses (if chargeable).....	£ : :	received by me, 28.10.1887

D. Currie
Ltho. E. J. Brown
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned



Lloyd's Register
Foundation

Submitted that the vessel will be
eligible to have the notation
of B.S. 6. 87 when the safety
valves have been set
and the tail shaft
examined, which
should be done
before the vessel
proceeds to sea.

M
31. 8. 87

