

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

49679

(Received at London Office, _____)

No. _____ Date of Writing Report July 1889 Port of London

No. in Reg. Book. 299 Survey held at London Date, first Survey July 2nd Last Survey July 13 1889

on the Machinery of the Porham Castle Master Thurman No. of Visits 1

Tonnage { Gross 4156 Net 2664 Vessel built at Glasgow By whom D. Elder & Co When 1883 2

Registered Horse Power 600 Engines made at " When 1883 Boilers, when made (Main) 1883 (Donkey) 1883

No. of Main Boilers 23 Owners D. Currie & Co Port London Voyage _____

Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock E. F. Dock Class of Vessel & Machinery 100A1.1.89
(State name of Dock.) (As in Register Book, including date of last Boiler Survey.) +LMC.6.89

in Donkey Boiler _____

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Annual B.S.

(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?

And what parts of the Boilers could not be thus thoroughly examined?

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? Panel hung in dock (wet)

examined main & donkey boilers & steam domes & found them in good condition.

Examined also safety valves on all boilers & found them satisfactory.

Main Boiler Safety Valves lifted at 80lbs

Which " " " " 80lbs

Examd. No 1 journal in Tunnel shaft. A Fore & Aft mark about 6" long now marked at ends. Not thought to be of much consequence as seen at present.

General Observations, Opinion, and Recommendation:-- The Boilers being now in

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

good & safe working condition renders the vessel eligible in our opinion to remain as classed than the notation B.S. 7.89 recorded, subject to resurvey of Boilers as per rule.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2:10	18 7 188 9
Special Damage Fee (per Section 28)	£	received by me, 12/12 188 9
*Certificate (if required) as per margin	£ 11/11/89	
Travelling Expenses (if chargeable).....	£	

Francis Ashton
Geo. E. Wilkinson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 19 JULY 1889

Assigned

BS 7/89



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Lloyd's Register Foundation

LN 686-0368

State if a Report is also now sent on the Ship or if not, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—6000, 28/1/89.

Insert Character of Ship and Machinery precisely as in the Register Book.