

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

50493

TUES 15 APRIL 1890

No. 587 Date of Writing Report March 18 90 Port of London  
 No. in Reg. Book. Survey held at London Date, first Survey March 7 Last Survey 9<sup>th</sup> April 1890  
 on the Machinery of the S.S. Rothwell Castle Master Lod No. of Visits 6  
 Tonnage { Gross 2542 Vessel built at Middlesbrough By whom R. Dixon & Co When 1881 3  
 Net 1653 Engines made at Northfleet Boilers, when made (Main) 1881 (Donkey) 1881  
 Registered Horse Power 300 Owners T. Shum & Co Port London Voyage  
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock South Dock W J D D R  
 Steam Pressure in Main Boilers 45 lbs Class of Vessel & Machinery  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. 100A1.2.89 Port London  
 Particulars of Examination and Repairs (if any) No 2.4.5 S.S. Lon No 1-85 - + L.M.C. 9.85  
 (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?  
 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?

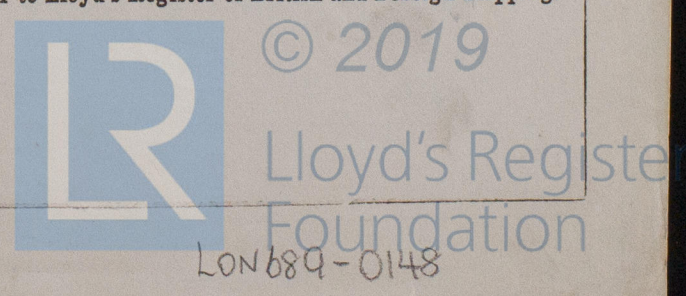
Main boilers examined, new tubes fitted  
 Escamond also crank & thrust shafting & H.P. cylinders  
 examined Sea coxles & connections & found  
 them good. The propeller blade has been renewed.  
 Examined tailshaft & found it good.  
 Examined L.P. & S.P. cylinder slides & safety valves  
 & pumps & found them good.  
 The main & donkey boiler safety valves were found  
 to be adjusted to their respective working pressures & to  
 be in a good working order under steam.

General Observations, Opinion, and Recommendation:— It is submitted that  
 (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.)  
 The machinery of this vessel is in a safe working  
 condition & eligible in my opinion to have the notification  
 L.M.C. 4.90 recorded in the Register Book.

Office of Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 5 10 :	17/4 1890
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : 5 :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	23.4 1890

C. J. Schomayer  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 18 APRIL 1890  
 Assigned + L.M.C. 4/90  
Note non limit



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



This submitted that this vessel is  
eligible to have + L.M.C. 4-90  
recorded and to have its  
name expunged from  
the limited list.

W.A.  
17.4.90

