

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

50513

TUES 15 APRIL 1890

(Received at London Office,

No. 107 Date of Writing 18 Port of London
 No. in Reg. Book 107 Survey held at London Date, first Survey 24 March Last Survey 12 April 890
 on the Machinery of the S.S. Taymouth Castle No. of Visits 5
 Tonnage Gross 1172 Net 1827 Vessel built at Glasgow By whom Barclay Curle & Co When 1877 Boilers, when made (Main) 1877 (Donkey)
 Registered 190 Engines made at Glasgow Owners J. Currie & Co Port London Voyage
 Horse Power 1 Steam Pressure—60 If Surveyed Afloat or in Dry Dock Greens Dry Dock Class of Vessel & Machinery 100A 1.7.88
 in Main Boilers 35 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 8.88.
 in Donkey Boiler 35 32. No. 2-86

Last Survey No. 32. No. 2-86 Port London

Particulars of Examination and Repairs (if any)

(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?

Examined Seacocks & connections & found them good.

Examined Thrust and crankshaft, pumps cylinders & slide & Safety valves & found them good.

Examined Main (double ended) boiler & Superheater and found them good.

The main & donkey boiler safety valves were found to be in good working order & to blow off at their respective working pressures.

Examined donkey boiler & found it good. The combustion chamber back was found to be thin at one point & an extra stay has been fitted here. A small crack at the end of the furnace has been stopped by means of a few tapered studs.

The main & donkey safety valves were found to be adjusted to their respective working pressures & to be in good working order.

General Observations, Opinion, and Recommendation:— It is submitted that this vessel is eligible to have the notification L.M.C. 34.90. recorded in the Register Book.

(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, R. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

It is submitted that this vessel is eligible to have the notification L.M.C. 34.90. recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 4 10 :
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ " 5 :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for 18/4 1890
 Received by me, 19/5 1890

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

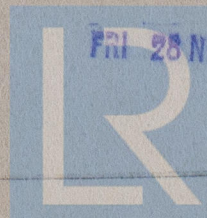
Committee's Minute

TUES 22 APRIL 1890

Assigned

L.M.C. 34.90

25/11/90 FRI 29 AUGUST 1900



Lloyd's Register Foundation
 LON 689-0181

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

*Certificate to be sent to

T & S. Form No. 9 - Transfer Ink - 6000, 912, 93

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

It is submitted that this
vessel is eligible to
have L.M.C. 4 90
recorded.

H. A.
19.4.90

