

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

(Received at London Office, FRIDAY 2 MAY 1890)

No. *198* Date of Writing Report *18* Port of *London*  
 No. in Reg. Book *198* Survey held at *London* Date, first Survey *22 April* Last Survey *1 May 1890*  
 on the Machinery of the *S.S. Rawarden Castle* Master No. of Visits *3*  
 Tonnage Gross *4164* Net *2669* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1883* Boilers, when made (Main) *1883* (Donkey)  
 Registered Horse Power *600* Engines made at *Glasgow* When *1883* Boilers, when made (Main) *1883* (Donkey)  
 No. of Main Boilers *3* Owners *J. Currie & Co* Port *London* Voyage  
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Last & Dry Dock* Class of Vessel & Machinery *100A. 1. 90*  
 in Donkey Boiler *80* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ L.M.C. 9. 87 BS 289*

Last Survey No. *5027* (Port *Ln*)  
 Particulars of Examination and Repairs (if any) *Annual Boiler Survey*  
 (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?

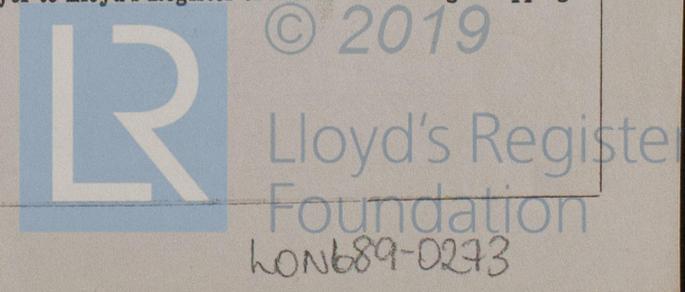
*Examined 3 main boilers and the donkey boiler  
 found them in a good condition  
 The safety valves were not opened out for inspection  
 but they were all found to work well under steam & to blow  
 off at their respective working pressures.*

General Observations, Opinion, and Recommendation: *As far as seen the  
 machinery of this vessel is in a safe working condition  
 and eligible in my opinion to have the notification  
 BS. 5.90 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, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 10	65/ 1890
Special Damage Fee (per Section 28).....	£ : :	} <i>ASB</i>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, 29/4. 18 91

*C. O. Strome*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 9 MAY 1890* *FRI 25 JULY 1890*  
 Assigned *BS 5790*



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

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

It is submitted that this vessel  
is eligible to have  
B.S. 5.90 recorded.

W.A.  
6.5.90

