

52744

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

(Received at London Office) WED. 24 FEB 1892

No. \_\_\_\_\_ Date of Writing Report 23<sup>rd</sup> Feb 1892 Port of London

No. in Reg. Book 127 Survey held at London Date, first Survey 20<sup>th</sup> Feb 1892 Last Survey 20<sup>th</sup> Feb 1892

on the Machinery of the S.S. Mawarden Castle Master A. Duncan No. of Visits 1

Tonnage Gross 4,380 Net 2,556 Vessel built at Glasgow By whom J. Elder & Co. When 1883

Registered Horse Power 850 Engines made at " When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers 3 Owners A. Currie & Co. Port London Voyage Cape

Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery 100A1. 991

in Donkey Boiler ✓ (State name of Dock.) Shannon & Co. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-LMC 7.91

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ S.S. Gls. N° 3. 7. 91. 1-NB 7.91

Particulars of Examination and Repairs (if any) Condition

(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 Main Boiler separately and make a thorough examination at this time? \_\_\_\_\_

Do. " Donkey " " " " " " "

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? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_

At what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of Donkey Boiler? \_\_\_\_\_

To what pressure were they afterwards adjusted? \_\_\_\_\_

Vessel placed in graving dock  
Examined propeller, stern bush, & sea connection fastenings  
found all in good order.

General Observations, Opinion, and Recommendation:—

(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. 1,91, B.M.S. 1,91, or L.M.C. 1,91, as the case may be.)

As far as seen the machinery of this vessel is in good working order & eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	18
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	Received by me,
			18

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute FRI 26 FEB 1892

Assigned As now

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

\*Certificate to be sent to \_\_\_\_\_

10.-L. R. P. H. -Form No. 9.-Transfer Ink -5,000, 18/8/91  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



It is submitted that  
this vessel is eligible to  
remain AS CLASSED

N.A

24-2-92

