

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

FRI 18 MAR 1892

(Received at London Office)

No. _____ Date of Writing Report *March 17th 1892* Port of *London*
 No. in Reg. Book. *544* Survey held at *Poplar* Date, first Survey _____ Last Survey *March 12th 1892*
 on the Machinery of the *S/S "Methorn Castle"* Master _____ No. of Visits *1*
 Tonnage Gross *2805* Net *1589* Vessel built at *Glasgow* By whom *Barclay Curle & Co* When *1883* YEAR. MONTH.
 Registered Horse Power *270* Engines made at *Do.* When *1883* Boilers, when made (Main) *1883* (Donkey) _____
 No. of Main Boilers _____ Owners *J. Currie & Co.* Port *London* Voyage _____
 Steam Pressure in Main Boilers *80 lb* If Surveyed Afloat or in Dry Dock *Green's* Class of Vessel & Machinery *100 A. 1. 89*
 in Donkey Boiler _____ (State name of Dock.) *Don Dock* (As in Register Book, including dates of Special Surveys of Ship and of Main Boilers.) *100 A. 1. 89*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Part S.S. No 2*

(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?

*Examined tail shaft, stern bush re-wooded,
 Sea-connection fastenings in good order.*

The owner's representatives state that in May next, when the B/Trade Survey becomes due, it will be more convenient to complete Special Survey No. 2 —

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 S.L.C. 1, 91, as the case may be.)

So far as seen the machinery is in good condition and eligible in my opinion to remain as classed in the Register Book —

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

*State if Certificate is required

Committee's Minute *TUES. 6 SEP 1892*

FRI 14 OCT 1892

TUES. 7 FEB 1893

TUES. 30 MAY 1893

Assigned *Deferred*

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



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LON695-0356

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

COA

18392

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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