

52806

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

18 MAR 1892

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 Boilers, when made (Main) 1883 (Donkey) _____
 Registered Horse Power 270 Engines made at Do. When 1883 Boilers, when made (Main) 1883 (Donkey) _____
 No. of Main Boilers _____ Owners D. Currie & Co. Port London Voyage _____
 Steam Pressure in Main Boilers 80lb If Surveyed Afloat or in Dry Dock Green's Dry Dock Class of Vessel & Machinery 7/100 A. 1. 8-9
 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. _____ Port _____ S.S. Law: 2-1-88 Hull 7-88 B.S. 2-91

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 owners representative states that in May next, when the B/Trade Survey becomes one, 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.)

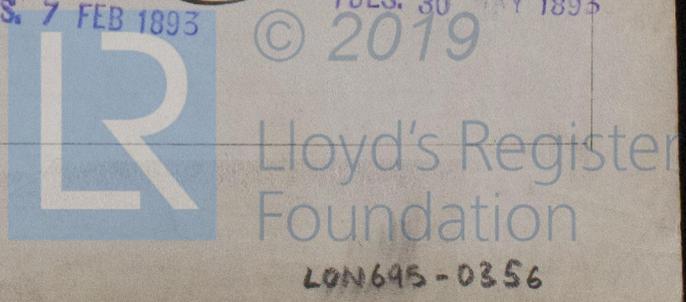
So far as seen the machinery is in good condition and eligible in my opinion to remain as classed in the Register Book.

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|--|---|---|------------------|
| 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 |

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

*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



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

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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

COOL

18392



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.