

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

(Received at London Office)

No. 1427 Date of Writing Report 14th April 1892 Port of London

No. in Reg. Book 1427 Survey held at London Date first Survey 13th April 1892 Last Survey 13th April 1892

on the Machinery of the S/s Thunotter Castle Master J. C. Robinson No. of Visits 1

Tonnage Gross 546.5 Net 306.9 Vessel built at Glasgow By whom Fairfield & Co. (Lim.) When 1890 8

Registered Horse Power 1100 Engines made at " When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers Four Owners D. Currier & Co. Port London Voyage Coast

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

in Donkey Boiler ✓ (State name of Dock.) Thames & Works (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1.92

Last Survey No. 1.92 Port London +LMC 8.90.

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?

At what pressure were they afterwards adjusted?

Vessel was placed in dry dockExamined propeller, stern bush and all sea connection fastenings, found all in good working orderGeneral Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, 2, 3, B.M.S. 1, 2, 3 or L.M.C. 1, 2, 3, as the case may be.)

as far as seen is in good working order, and in my opinion eligible 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)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				18

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

*State if Certificate is Required

Committee's Minute

TUES. 19 APR 1892

Assigned As now

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Foundation

LON696-0016

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 CLASSIFIED.

C. G. H.

16.4.92.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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