

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

(Received at London Office)

TUES. 10 MAY 1892

No. 489 Date of Writing Report 9.5.92 is 18 Port of London
 No. in Reg. Book 489 Survey held at London Date, first Survey Apr. 5 Last Survey Apr. 25 1892
 on the Machinery of the S.S. Bothwell Castle Master No. of Visits 4
 Tonnage Gross 2542 Vessel built at Madro. By whom R. Dixon & Co When 1881-3
Net 1653 Engines made at Htpt. When 1881 Boilers, when made (Main) 1881 (Donkey)
 Registered Horse Power 300 Owners J. S. Kainer & Co Port London Voyage
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Don. Dr. Class of Vessel & Machinery A-100 A1
 Steam Pressure in Main Boilers 75 lbs. (State name of Dock.)
 in Donkey Boiler 75 Last Survey No. 412 Port Mil
 (As in Register Book, including dates of 1-LMC 4.90
 of last Boiler Survey.)
 S.S. Lon. No 2-90

Particulars of Examination and Repairs (if any) Annual B.S.

(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?

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?

Main boilers exd. internally & externally. Two furnaces in St. Bdr. found to be leaky in seams of crown plates back ends, & some of the holes cracked, new rivets have now been fitted & edges caulked, seams on saddle plate caulked. Midship furn. in St. boiler found to be pitted at after end, for abt. 10 x 5" this was apparently caused by the fuel inlet, which has since been diverted. With the above exceptions the boilers are in good condn. Safety Valves in good condn.

Boilers tested with hyd. press. to 112 lbs in The furnaces were gauged in three places in their length & measured under press. found to be the same, not altered. Which boiler & Safety Valves exd. & found to be in good condn. Latter loaded with direct weight to 75 lbs in

To complete B.S. Safety Valves of Main boilers have to be tested under stn.

General Observations, Opinion, and Recommendation:— The boilers being now in good & safe working condn. renders the vessel eligible to remain as classed & have the certfctn. B.S. & a fresh date recorded, when the M. Bdr. Safety Valves have been tested under stn.

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

Office or Registration Fee (per Sec. 37) £ : :
 Survey Fee (per Section 28) £ 2 : :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 *State if Certificate is required

Fees applied for
10/5/1892
 Received by me
7/6/1892

Geo. E. Williamson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUES. 23 JAN 1894

Committee's Minute FRI 13 MAY 1892

TUES. 20 JUN 1893

Assigned Deferred for
complete

White Lion Cr. 20.6.93
 No. 3 due Note for Lon. Surs.



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Foundation

It is submitted that this
vessel WILL BE eligible for
the record *B.S. 4-92* when the
safety valves of the Main Engines
have been adjusted under
steam.

W.M. 10.5.92