

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

(Received at London Office)

THURS. 21 JUL 1892

No. 77 Date of Writing Report 18th July 1892 Port of London

No. in Reg. Book 77 Survey held at London Date, first Survey 8th July Last Survey 15th July 1892

on the Machinery of the S.S. Warwick Castle Master J. Craig No. of Visits 1

Tonnage { Gross 2056 Net 1880 Vessel built at Glasgow By whom R. Napier & Sons When 1877 8

Registered Horse Power 400 Engines made at do When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers 2 Owners D. Currie & Co. Port London Voyage Cape

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery -1-100 A1

in Donkey Boiler ✓ (State name of Dock.) James Stn. Works (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 3.92

Last Survey No. 53252 Port London J.S. Lon. N. 3.4 90. -1-NB 12.91 LMC 12.91

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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due

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? No

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? ✓

The vessel was placed in dry 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. 1,01, B.E.M.S. 1,01 or ~~B.E.M.C.~~ 1,01, as the case may be.)

Seen is in good working order & in my opinion eligible to remain
as classed in the register book

| | | | | |
|--|---|---|---|------------------|
| Office or Registration Fee (per Sec. 27) | £ | 1 | 1 | Fees applied for |
| Survey Fee (per Section 28) | £ | 1 | 1 | 16 |
| Special Damage Fee (per Section 28) | £ | 1 | 1 | |
| Travelling Expenses (if chargeable) | £ | 1 | 1 | Received by me, |
| | | | | 16 |

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

*State if Certificate is required
Committee's Minute TUES. 2 AUG 1892
MON. 1 AUG 1892

Assigned As none

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

*Capt.
29 7 72*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation