

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

(Received at London Office)

SAT. 13 AUG 1892

No. _____ Date of Writing Report 12th Augth 1892 Port of London

No. in Reg. Book 544 Survey held at London Date, first Survey 14th July Last Survey 11th Augth 1892

on the Machinery of the S.S. Methven Castle Master R. Rendall No. of Visits 7

Tonnage { Gross 2605 Net 1689 Vessel built at Glasgow By whom Marelay Curle & Co When 1883 9

Registered Horse Power 270 Engines made at de When 1883 Boilers, when made (Main) 1883 (Donkey) 1883

No. of Main Boilers Two Owners R. Currie & Co Port London Voyage laid up

Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1

in Donkey Boiler 20 lb (State name of Dock.) Greens d.d. & E. Ind. d.d. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 8.91

Last Survey No. _____ Port _____ S.S. Lon: No 1.88 B.S. 2.91 + LMC 7.88

Particulars of Examination and Repairs (if any) Part Special 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? Yes

Do. " Donkey " " " Yes

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 & Superheater? Yes

At what pressure were they afterwards adjusted under steam? not yet adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 30 lbs dead weight

The vessel was placed in the dry dock
Examined propeller, stern bush & sea connections with their respective fastenings found all in good order. Sail and shaft examined in March last

Examined Cylinders, pistons, slide valves, steam chests, Condensers, & all pumps with their buckets valves & connections. found all in good order.
Examined Crank, thrust & tunnel shafting. found a serious flaw about the middle of the second length of tunnel shaft - 15" long running right & zig along the shaft - recommended new shaft which has been fitted marked thus Lloyds FC

Examined bilge connections & roses found all in good condition
Examined Main & donkey boilers also Superheater with their respective Safety Valves. found all in good order -

The Owners representative states that this vessel may not leave the port for some months yet probably November. but will advise when steam is raised on the main boilers so as to set the safety valves to the working pressure

General Observations, Opinion, and Recommendation: - The machinery of this

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

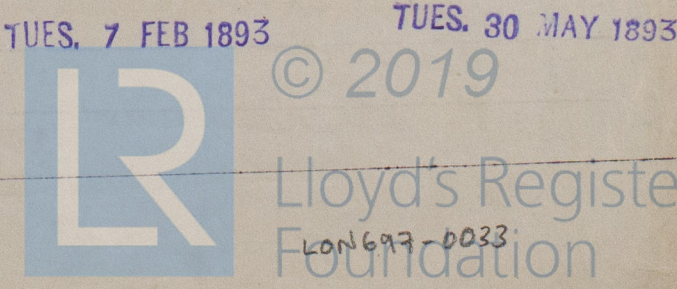
Vessel is now in good working order and in my opinion eligible to remain as classed and have + LMC 8.92 recorded when the main boiler Safety Valves have been adjusted under steam. Probably in 3 months time

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	5	-	5/9 18 92	<u>AKD</u>
Special Damage Fee (per Section 28)	£	:	:	Received by me,	
Travelling Expenses (if chargeable)	£	:	:	12/9 18 92	<u>R. Rendall</u>

*State if Certificate is required _____

Committee's Minute TUES. 6 SEP 1892 FRI 14 OCT 1892

Assi ned Deferred



It is submitted that this
vessel WILL BE eligible for
the record + LMC 8.92

When the main boiler
safety valves have
been adjusted.

On account of a flaw
a new length of funnel
shaft has been fitted.

The vessel is laid
up at present.

Cdls.

5.9.92

