

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 on the Machinery of the S.S. Methven Castle Date, first Survey 14th July Last Survey 11th Augth 1892 Master R. Rendall No. of Visits 7

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

Registered Horse Power 270 Engines made at do 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. Lou: N^o 1.88. B.S. 2.91 + LMC 7.88

Particulars of Examination and Repairs (if any) Part Special N^o 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. Tail end 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 zigzag 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 - vessel

The Owners representative states that this may not leave the port for some months yet, probably in 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: -

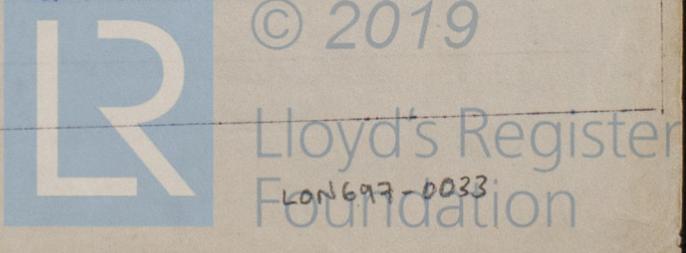
The machinery of this vessel is now in good working order and in my opinion eligible to remain as classed and have +LMC 8.92 recorded when the main boiler Safety Valves have been adjusted under steam probably in 3 months time

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	5	-	5 19 18 92	A.K.D. 13.9.92
Special Damage Fee (per Section 28)	£	:	:	Received by me,	
Travelling Expenses (if chargeable)	£	:	:	12 9 18 92	

*State if Certificate is required _____
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. Robt Ballour

Committee's Minute TUES. 6 SEP 1892 FRI 14 OCT 1892 TUES. 7 FEB 1893 TUES. 30 MAY 1893

Assi ned Deferred



*Certificate to be sent to
14-L.R.P.H.-Form No. 9-Transfer Ink-£,000, £7,2/92.
(The Surveyors are requested not to write on or before the space for Committee's Minute.)

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

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

