

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

(Received at London Office) TUES. 11 OCT 1892

Date of writing Report *Oct 10* 18 *92* When handed in at Local Office *London* is *Port of London*
 No. in Reg. Book. *558* Survey held at *London* Date, First Survey *Oct 10* Last Survey *Oct 10* 18 *92*
 on the Machinery of the *Wood, Iron or Steel* *SS. Methven Castle* Master *A. Hendall*
 Tonnage { Gross *2005* Vessel built at *Glasgow* By whom *Barclay Curle & Co* When *1883* 9 *2*
 Net *1689* Engines made at *Do.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 Registered Horse Power *270* Owners *D. Carnegie & Co* Port *London* Voyage *Cape*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Past India Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *80 lb* (State name of Dock.)
 in Donkey Boiler *35 lb*

Last Survey No. *53740* Port *London*
 Particulars of Examination and Repairs (if any) *S.S. No 2 completion.*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER.	Years since last survey.	Machinery and Boiler Survey.
* for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<i>100 A.1.</i>		<i>L.M.C. 7.88</i>
<i>8.91.</i>		<i>B.S. 2.91.</i>
<i>SS. La No. 1. 88.</i>		

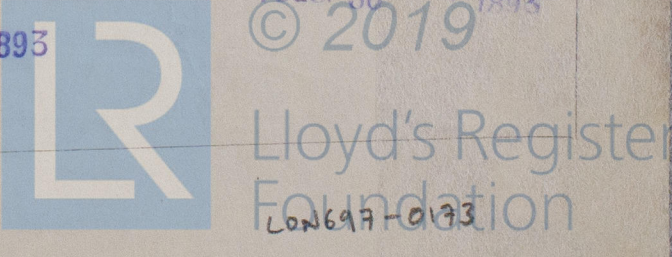
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒
 Do. " Donkey " " " ☒
 If this was not done, state for what reasons? ☒
 And what parts of the Boilers could not be thus thoroughly examined? ☒
 Also what special means, in the absence of 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? *80 lb press per sq"*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? ☒
 To what pressure were they afterwards adjusted? *35 lb. press per sq"*
 If the Survey is not complete state what arrangements have been made for its completion? *Survey completed.*

Main & Donkey Boilers tested under steam. Main safety valves adjusted to lift at 80 lb press per sq" & donkey safety valves adjusted to lift at 35 lb. press per sq"

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now in good condition. & in my opinion the vessel is eligible to have recorded in the Register book, as recommended in London report No 53343. deferred.*

Office or Registration Fee (per Sec. 27) *£* : : Fees applied for *18*
 Survey Fee (per Section 28) *£* : :
 Special Damage Fee (per Section 28) *£* : :
 Travelling Expenses (if chargeable) *£* : :
 Received by me, *Mr Salmon.*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute *FRI 14 OCT 1892*
 Assigned *+ L.M.C. 8.92*
 TUES. 7 FEB 1893



State if a Report is now sent on the Ship or if not so, when, one will be sent.

*Certificate to be sent to Committee's Minute.

16-LRPH-Form No. 2 - Transfer Ink - 5/6/00, 7/9/92.
 (The Surveyor are requested not to write on or below the space for Committee's Minute.)

pt. no. 2

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.

L.M.C. 8.92
C.R.S.
12 10.92

No. 2 due 9.91
H. held in Hull
to be completed
on return
from voyage

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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