

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

(Received at London Office)

Date of writing Report Jan 11. 18 94 When handed in at Local Office 18 Port of London

No. in Reg. Book 620 Survey held at London Date, First Survey Nov 11 93 Last Survey Jan 9 1894

on the Machinery of the Wood, Iron or Steel S.S. BOTHWELL CASTLE Master Robinson

Tonnage { Gross 2542 Net 1653 Vessel built at Middlesbrough By whom A. Dixon & Co When 1887 Boilers, when made (Main) 1881 (Donkey) 1881

Registered Horse Power 300 Engines made at Hartlepool Owners (J. Skinner & Co) Port London Voyage China

No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Blackwall P. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 75 lbs in Donkey Boiler 80 lbs (State name of Dock.) Dock & R. Albert Dock

Last Survey No. Port Damage &

Particulars of Examination and Repairs (if any) S. P.

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

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? Yes

At what pressure were they afterwards adjusted under steam? 75 lbs per sq"

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

To what pressure were they afterwards adjusted? 80 lbs per sq" (deadweight)

If the Survey is not complete state what arrangements have been made for its completion? Completed

Examined Main & Donkey Boilers internally & externally & Safety valves, also Cylinders, Pistons, Slide Valves, Pumps & Condenser, Sea & Bilge connections, crank, Thrust, Tunnel & Propeller shaftings, propeller, Stern Bush & fastenings.

Found furnaces of Main Boilers very much wasted along the line of firebars & donkey boiler shell corroded & leaking at bottom of circumference; two blades of the propeller broken & tail shaft flawed at forward end of after liner, this damage was caused by vessel grounding.

Repairs All the furnace crowns of the Main Boilers have been renewed, the corroded part of the Donkey Boiler shell has been cut out & a patch about 4 feet by 1 foot securely rivetted on, & a new tail shaft (forging up) attached & two new propeller blades have been fitted & the Stern bush rewooded.

The safety valves have been adjusted under steam to lift at their respective working pressures.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in good condition & in my opinion the vessel is eligible to remain as classed & have record L.M.C. 1.94. in the Register Book.

(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. 9.92, B.E.M.S. 9.92 or L.M.C. 9.92, as the case may be.)

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £ 5. 10. 0

Special Damage Fee (per Section 28) £ 2. 2. 0

Travelling Expenses (if chargeable) £

Fees applied for 19 JAN 1894

Received by me, P. M. Salmon

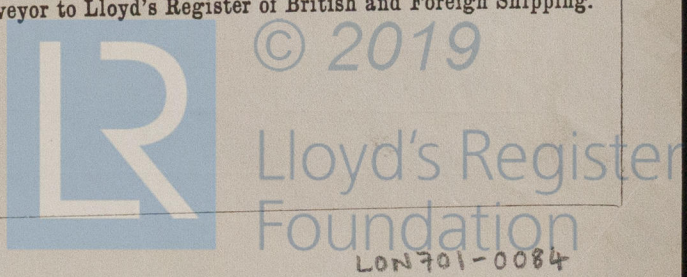
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

* State if Certificate is required

Committee's Minute Assigned & L.M.C. 1.94

TUES. 23 JAN 1894

MACHINERY CERTIFICATE WRITTEN.



It is submitted that
this vessel is eligible for
THE RECORD + L.M.C 1-94

On acct of damage
a new propeller shaft and 2 new
propeller blades were fitted.
On acct of wear & tear,
extensive repairs were
effected to the main
and donkey boilers

M.A.
19-1-94



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