

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

(Received at London Office TUES. 27 MAR 1894)

Date of writing Report *24th March 94* When handed in at Local Office is *London* Port of *London*.

No. in Reg. Book *562* Survey held at *London* Date, First Survey and Last Survey *21st March 1894*

on the Machinery of the *Wood, Iron or Steel* *S.S. "Methven Castle"* Master *R. Rendall* (No. of Visits *2*)

Tonnage { Gross *2605* Net *1689* Vessel built at *Glasgow* By whom *Barclay, 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 *D. Currie & Co.* Port *London* Voyage *Cape*

Steam Pressure in Main Boilers *80* If Surveyed *Afloat or in Dry Dock* *James I. Whs. 6th dyke* Particulars of Classification (which must be inserted as in Register Book & Supplements).

in Donkey Boiler *35*

CHARACTER	Years Assigned or expired	Machinery and Boiler Surveys (including date of N.B., if any)
<input checked="" type="checkbox"/> for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<i>100 A1.</i>		<i>B.S. 8.93</i>
<i>8.93</i>		<i>L.M.C. 8.92</i>
<i>S.S. Lon. No 2-92.</i>		

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Condition*

(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? *No*

Do. " Donkey " " " " *No*

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

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? *Not adjusted*

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

To what pressure were they afterwards adjusted? *Not adjusted*

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

Vessel placed in dry dock - sea-connection & propeller fastenings examined & found in good order. Propeller shaft drawn inboard & examined

General Observations, Opinion, and Recommendation: - *This vessel's machinery, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed without fresh record of survey.*

(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, E.M.S. 9,92 or L.M.C. 9,92, as the case may be.)

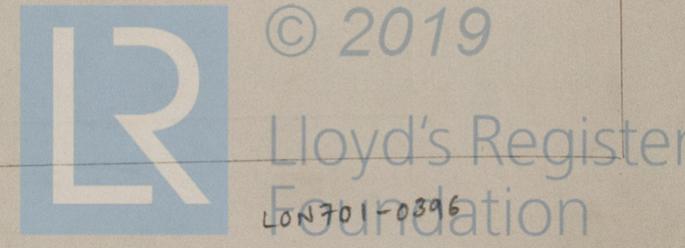
	Fees applied for
Office or Registration Fee (per Sec. 27).....	18
Survey Fee (per Section 28).....	
Special Damage Fee (per Section 28).....	
Travelling Expenses (if chargeable).....	
	Received by me, 18

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

*State if Certificate is required

Committee's Minute *TUES. 5 APL 1894*

Assigned *As now*



State if a Report is also now sent on the Ship or if not whether, and when, it will be sent.

Form No. 3 - Transfer Ink - 5,000, 2/10/93.

*Certificate to be sent to

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

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

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.

*W.A.
31-3-94*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation