

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

Date of writing Report *Nov. 8 1894* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *600* Survey held at *London* Date, First Survey *Oct 31* Last Survey *Nov. 8 1894*
 on the Machinery of the *Wood, Iron or Steel* *S.S. METHVEN CASTLE* Master *Bryan*
 Tonnage { Gross *2605* Net *1689* Vessel built at *Glasgow* By whom *Barclay Currie & Co.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 Registered Horse Power *276* Engines made at *Do.* Owners *D. Currie & Co.* Port *London* Voyage *Natal*
 No. of Main Boilers *1* No. of Donkey Boilers *1* Steam Pressure—*80 lbs* If Surveyed Afloat or in Dry Dock *Gross Dry Dk. and East India Dk.* Particulars of Classification (which must be inserted in Main Boilers *25 lbs* in Donkey Boilers *25 lbs*)
 Last Survey No. *Port* Particulars of Examination and Repairs (if any) *B.S. Standard 100 At. 3.94. 55. Lon. No. 2.92. B.S. 8.93.*

(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.)

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? *80 lbs per sq. in.*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 To what pressure were they afterwards adjusted? *25 lbs per sq. in.*
 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 propellers, stem & shaft connections & fastenings, all found to be in good condition. except the Donkey Boiler, the back combustion chamber plate & the after side of the shell of which were much wasted. Repairs. Nine additional 1 1/4" stays were fitted through the wasted plates and the pressure was reduced to 25 lbs. pressure per sq. in., after the boiler had been tested by hydraulic pressure to 50 lbs per sq. in.

General Observations, Opinion, and Recommendation:— *This vessel's boilers & machinery as far as seen in safe working order. In my opinion the vessel is eligible to remain as classed with record B.S. 11.94.*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *9/11/94*
 Survey Fee (per Section 28) £ *2 0 0* Received by me, *26/11/94*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 State if Certificate is required *✓*
 Committee's Minute *Nov 1894*
 Assigned *B.S. 11.94*
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On acct of tear & wear.
a few minor repairs were effected
to the donkey boiler.

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.

It is submitted that
this vessel is eligible for
THE RECORD B.S. 11-94

Q.B. pressure to be entered in
the Regr Book at 25 lbs
NDB 94 to be removed from the Regr
Book. W.A.
9-11-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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