

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

(Received at London Office. MON 1 JUL 1895)

Date of writing Report *June 29th 1895* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *52* Survey held at *London* Date, First Survey *June 14th* Last Survey *June 17th 1895* (No. of Visits *2*)

52 on the Machinery of the *Wood, Iron or Steel* *SS Castwood* Master *YEAR. MONTH.*

Tonnage { Gross *942* Net *571* Vessel built at *Newcastle* By whom *Palmer & Co* When *1870* 9

Registered Horse Power *143* Engines made at *Do* When *1870* Boilers, when made (Main) *1885* (Donkey) *1885*

No. of Main Boilers *1* Owners *C. F. Coy. Wright & Co. Fenwick & Co. Port London* Voyage *Do*

No. of Donkey Boilers *1* If Surveyed *Afloat or* in Dry Dock *Hetcher & Co.* (State name of Dock.)

Steam Pressure in Main Boilers *90 lb.* in Donkey Boilers *Do*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ 100 A.1.</i>		<i>f M.C. 9.92</i>
<i>12.94</i>		<i>B.S. 12.94</i>
<i>10 for No 3. 10.85</i>		<i>+ 723 5.85</i>
<i>2.5 for No 2. 92</i>		

Last Survey No. *Do* Port *Do*Particulars of Examination and Repairs (if any) *Docking*

(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?

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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

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

Vessel placed in graving dock. propeller shaft partly drawn in & stern bush refitted with pig iron & steel in lower half. shaft & propeller as far as seen in order. Outside fastenings of sea connections examined & in order.

General Observations, Opinion, and Recommendation:— *The machinery as far as*
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,04, B.&M.S. 4,04 or S.L.M.C. 4,04, 140 lb., F.D., &c.)

seen, is in good order & safe working condition and in my opinion eligible to remain as classed in the Register Book.

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

State if Certificate is required

Committee's Minute

TUES 2 JUL 1895

Assigned

As above

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



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Lloyd's Register
Foundation
LON 705-0439

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.

A.P.F.
1-7-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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