

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

(Received at London Office)

Date of writing Report 14 Nov 1896. When handed in at Local Office 16 Nov 1896. Port of LONDON WED 25 NOV 1896

No. in Reg. Book 631 Survey held at LONDON. Date, First Survey and Last Survey 18 Nov 1896

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 Curle & Co When 1883 9

Registered Horse Power 246 Engines made at " When '83 Boilers, when made (Main) '83 (Donkey) '95

No. of Main Boilers 2 Owners D. Currie & Co Port LONDON Voyage India

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Green's Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure—80 lb. in Main Boilers 80 lb. in Donkey Boilers 80

Last Survey No. 57857 Port LON

Particulars of Examination and Repairs (if any) In dry dock + 100 A. 7.95 + L.M.C. 8.92

(Periodical Surveys, when held, must be reported in detail and serialim 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?

Has the propeller shaft been drawn and examined at this time?

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

No definite arrangements made. Propeller, Stern-bush and outside fastenings of Sea connections examined and found in good order.

This vessel is due for the next Survey of Engines but no definite arrangements could be made as to when this may be done.

General Observations, Opinion, and Recommendation:—

(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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 110 lb., &c.)

The Machinery of this vessel so far as has been is in good Condition and in my opinion eligible to remain as recorded, without fresh record.

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

Assigned Deferred for comple. of no. 3 White Dug Currie Ldr 1/12-96

TUES MAR 30 1897

D. Ritchie

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

TUES 23 FEB 1897

Deferred

March 1897
Deferred
Lloyd's Register
White & White
Elmhurst
9/3/97

LON 711-0062

L.S. 4:3 of engines due 9.95

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

The Owners should be requested
to state when & at what port
this survey, now 14 months
overdue, will be held

L.S.

25.11.96

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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