

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

(Received at London Office)

TUES. 23 NOV 1897

Date of writing Report *22nd Nov 1897* When handed in at Local Office *22nd Nov 1897* Port of *London*
 No. in Reg. Book. *415* Survey held at *London* Date, First Survey *Nov 1897* Last Survey *Nov 1897*
on the Machinery of the Wood, Iron or Steel *S. J. Somers Castle* Master *Le. Sear*
 Tonnage { Gross *4045* Net *2606* Vessel built at *Glasgow* By whom *Barclay Curle & Co. Ltd* When *1891* YEAR. MONTH.
 Registered Horse Power *479* Engines made at *"* When *'91* Boilers, when made (Main) *'91* (Donkey) *'91*
 No. of Main Boilers *2* Owners *D. Currie & Co* Port *London* Voyage *Cape Town*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in Hamble* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *160 lbs* *Li Dry Dock*
 in Donkey Boilers *65*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Blr Survey + 100 A. 1.97*

(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? *160 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? *65*

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *New wood*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *On Vessel's return to London.*

Donkey Boiler to be repaired. Owners advised.
Now done: Propeller Stern-bush and the outside fastenings of
sea connections examined.
Tail shaft drawn in and examined and found satisfactory.
Repairs: New Lignum Vitae fitted in Stern-bush.

Main Boilers examined and now found to be in satisfactory
condition.

Donkey Boiler examined. The shell plating of this boiler is
pitted by corrosion to some extent. Test-holes now drilled
show the plating to be still of sufficient thickness for the
above working pressure. It has been arranged with Owners
that on the vessel's next return to London say within three months
a portion of the shell plating of this boiler will be renewed.
Machinery now tried under steam and all safety valves adjusted
as above.

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, 140 lb., F.D., &c.)

The Machinery of this vessel is in good order and in my opinion
eligible to remain as Classed. The fresh record of B.S. 11.97
being deferred until the Donkey Boiler is repaired as above.

Office or Registration Fee (per Sec. 27) *2*
 Survey Fee (per Section 28) *2.4*
 Special Damage Fee (per Section 28) *1.16 0*
 Travelling Expenses (if chargeable) *"*

Fees applied for

23/11 18 97

13/12/97

Received by me,

13/12/97

State if Certificate is required

Committee's Minute

Assigned

FRI. 26 NOV 1897

FRI. 25 MAR 1899

TUES. 13 JUN 1899

TUES. 11 SEP 1900

TUES. 30 AUG 1899

FRI. 20 JAN 1899

FRI. 26 JAN 1900

FRI. APR 12 1901

FRI. 6 OCT 1899

FRI. 8 JUN 1900

LON 714-0098

It is submitted that
this vessel is eligible for
THE RECORD.

B. 11, 97 subject to
the Donkey Boiler being repaired
as recommended.
Owners to be advised.

FS
28/11/97

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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