

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

THUR, 20 JAN 1898

(Received at London Office)

Date of writing Report 15<sup>th</sup> July 1898 When handed in at Local Office 17<sup>th</sup> July 1898 Port of London  
 No. in Reg. Book 93 Survey held at London Date, First Survey 6<sup>th</sup> July Last Survey 12<sup>th</sup> July 1898  
 on the Machinery of the Wood, Iron or Steel S.S. Gorth Castle Master Warden  
 Tonnage Gross 3460 Net 2350 Vessel built at Glasgow By whom J. Elder & Co When 1880 12  
 Registered Horse Power 585 Engines made at Kirkcaldy (S.P.) When '88 Boilers, when made (Main) '88 (Donkey) '88  
 No. of Main Boilers 3 Owners D. Currie & Co Port London Voyage Cape Town  
 No. of Donkey Boilers 1  
 Steam Pressure in Main Boilers 157 lbs If Surveyed Afloat or in Dry Dock Afloat  
 in Donkey Boilers 70 lbs (State name of Dock.) James Limited

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>L.M.C. +100.A1. 12.96</u>		<u>+L.M.C. 6.92</u>
<u>H.S. No. 3. 4.93</u>		<u>+N.B. 2.88</u>
		<u>B.S. 12.96</u>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) L.M.C. +100.A1. 12.96

Medical 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? 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? 150 lbs  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted? 70 "  
 Has the propeller shaft been drawn and examined at this time? No 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? 3/16"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Now done:- Cylinders, Pistons, Slide Valves, Air Pumps, the Condenser, Crank, Pump, Thrust Shafts examined. Sea connections, Propeller and Stern bush examined. Main Boilers examined throughout and found to be in Satisfactory Condition. Donkey Boiler examined. This Boiler is found to be weakened by corrosion in way of shell and fire-box. Flating Test-holes drilled show satisfactory thickness for 7 1/2 lbs W.P. to which Safety Valves have now been reduced. It has been arranged with Owners that the Donkey Boiler of this vessel will be repaired or a new Donkey Boiler be fitted on board, on vessel's return, within six months to date.

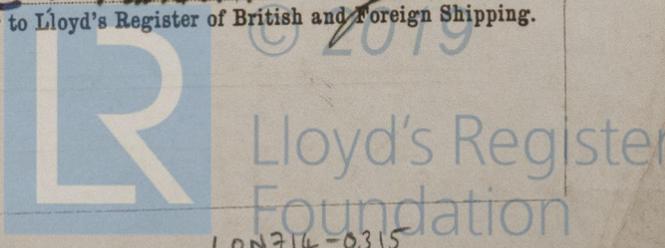
The furnaces of the Main Boilers are corrugated (Fors) not ribbed as recorded. To complete this survey the Tail Shaft to be drawn in and examined. This will probably be done at next docking, within six months.

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, 100 lb, F.D., &c.)  
The Machinery of this vessel is in good Condition and, in our opinion, eligible to remain as classed with fresh record of +L.M.C. 1. 98. Subject to the Donkey Boiler being repaired or a new one fitted within six months. Owners advised.

Office or Registration Fee (per Sec. 27) ..... £ 20/18 98  
 Survey Fee (per Section 28) ..... £ 5/10  
 Special Damage Fee (per Section 28) ..... £ 11  
 Travelling Expenses (if chargeable) ..... £ 4/19  
 Fees applied for 20/18 98  
 Received by me, W. Pitetue & Frank L. Sturgeon  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_  
 Committee's Minute \_\_\_\_\_  
 Assigned B.S. 1.98 subject  
 TUES, 5 JUL 1898  
 FRI, 22 APR 1898  
 FRI, 23 SEP 1898



L.S. 1201 due 4.97. will probably be completed  
next docking

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.** N.S. 1.98 subject to the  
donkey boiler being again examined  
before the end of July 1898 & will be  
eligible for the record + L.M.C. 1.98  
when the screw shaft has been  
examined. Making pressure  
of donkey boiler 70 lbs to be  
noted in the Reg. Book.

J.S.  
21. 1. 98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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