

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

(Received at London Office

THUR. 26 MAY 1898

Date of writing Report 25 May 1898 When landed in at Local Office 25 May 1898 Port of London
No. in Reg. Book 364 Survey held at London Date, First Survey 18 May 1898 and Last Survey 18 May 1898
on the Machinery of the Wood, Iron or Steel S.S. "Hornham Castle" Master A. Kendall
Tonnage Gross 4392 Net 2557 Vessel built at Glasgow By whom J. Elder & Co. When 1883 2
Registered Horse Power 831 Engines made at " " When 7/9 Boilers, when made (Main) '91 (Donkey) '91
No. of Main Boilers 3 Owners D. Currie & Co. Port London Voyage Natal
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in P. J. Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure 160 lb in Main Boilers
in Donkey Boilers 80

Last Survey No. 59657 Port Lon

Particulars of Examination and Repairs (if any) New Furnace

(Periodical 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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1 11.97</u>		<u>+1 M.C. 2.96</u>
<u>+1.96. No 3 9.91</u>		<u>+NB. 9.91</u>
<u>+1.1.10. No 1 96.</u>		<u>Q.S. 3.98.</u>

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? 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?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done: Complete
Now done: A new Furnace (fitted after Wing Port-Boiler)
fitted. This Boiler afterwards tested to 280 lbs by water
pressure and found satisfactory.

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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)
The Machinery of this vessel so far as has been seen is in good
order and in my opinion, eligible to remain as classed 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)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me,
				18

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

State if Certificate is required
Committee's Minute
Assigned as noted

FRI. 27 MAY 1898



LON715-0357

One furnace in Port-Boiler renewed

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 to
remain as CLASSED.

HL
26/5/88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation