

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

SAT. 2 JUL 1898

(Received at London Office)

Date of writing Report *July 1st 1898* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *92* Survey held at *London* Date, First Survey *June 1st 1898* Last Survey *June 29th 1898*

92 on the Machinery of the *Wood, Iron or Steel* *S.S. Garth Castle* Master *G. Ward*

Tonnage { Gross *3660* Net *2350* Vessel built at *1888* By whom *J. Elder & Co.* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*

Registered Horse Power *585* Engines made at *1888* Owners *(D. Currie & Co.)* Port *London* Voyage *Natal*

No. of Main Boilers *1* No. of Donkey Boilers *1* Steam Pressure—*160 lbs.* in Main Boilers *70 lbs.* in Donkey Boilers

If Surveyed Afloat or in Dry Dock *P. India Dock.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Limit a D.B.*

(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?

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?

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

Completed as concerns Limit
The Special Survey to be completed on vessel's return, when the screw shaft
will be drawn for examination.
Examined Donkey Boiler internally and externally and safety valves &
adjusted the latter under steam.

General Observations, Opinion, and Recommendation:— *This vessel's Donkey Boiler is now*
 (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.)

in good condition for the noted pressure & in my opinion the vessel
is eligible to remain as classed & have name expunged from Limitation
List.

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

State if Certificate is required

Committee's Minute

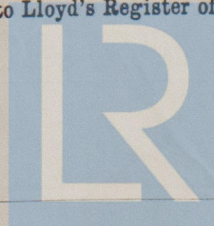
Assigned

TUES. 5 JUL 1898

FRI. 23 SEP 1898

Deferred

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



Lloyd's Register Foundation

LON716-0019

L.H. 20, due 4.97 to be completed on vessels

return. *Imky Bole examined*

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 WILL BE eligible for the record.

+ L.H. 6.1, 98 when the lower shaft has been examined.

The vessels name to be removed from limit.

list.

LL
2/7/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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