

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

(Received at London Office WED, 21 SEP 1898)

Use of writing Report *24 Sept 98* When handed in at Local Office *24 Sept 98* Port of *London*  
 No. in Reg. Book. Survey held at *London* Date, First Survey *13 Sept* Last Survey *24 Sept 1898*  
*92* on the Machinery of the *Wood, Iron or Steel* *S.S. Gt. Castle* Master *Warden*  
 Tonnage { Gross *3660* Net *2350* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1880* Boilers, when made (Main) *'88* (Donkey) *'88*  
 Registered Horse Power *585* Engines made at *"* Owners *D. Currie & Co* Port *London* Voyage *Cape Town*  
 No. of Main Boilers *3* No. of Donkey Boilers *1* Steam Pressure in Main Boilers *150 lb* in Donkey Boilers *70*  
 If Surveyed Afloat or in Dry Dock *In Dry Dock & afloat* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Complete. U.C. + 100 A, 12. '96. + L.M.C. 6 '92*

(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?

To 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 under steam?

Has the propeller shaft been drawn and examined at this time? *yes.* 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 Lignum vitae*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

*Now done: - Tail shaft drawn in and with Propeller and inside fastenings of all sea connections examined and found in good order. Stern-bush examined. Repairs to same now done 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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 40 lb. P.D., &c.)

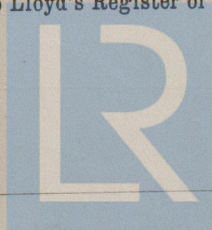
*The Machinery of this vessel so far as now seen is in good order and this survey being now completed, is in my opinion eligible to remain as classed with fresh record of + L.M.C. with date as already recommended.*

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 *FRI, 23 SEP 1898*Assigned *+ L.M.C. 1.98*

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



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Lloyd's Register Foundation

LON 716 - 0349



Leeward shaft now examined  
then back unwooded

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. + L. M. B. 198

FLS  
21/9/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.