

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

(Received at London Office TUES. 17 OCT 1899)

Date of writing Report *14 Oct 1899* When handed in at Local Office *16 Oct 1899* Port of *London*
 No. in Reg. Book *526* Survey held at *London* Date First Survey *14 Sept* Last Survey *10 Oct 1899*
 on the Machinery of the *Wood, Iron or Steel* *S.S. Mottar Castle* Master *Harrison*
 Tonnage { Gross *5465* Net *3069* Vessel built at *Glasgow* By whom *Fairfield & Co* When *1890* YEAR. MONTH.
 Registered Horse Power *1000* Engines made at *"* When *90* Boilers, when made (Main) *90* (Donkey) *90*
 No. of Main Boilers *4* Owners *G. Currie & Co.* Port *London* Voyage *Cape Town*
 No. of Donkey Boilers *1*
 Steam Pressure in Main Boilers *160 lb* If Surveyed Afloat or in Dry Dock *Afloat in Thames* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *160* (State name of Dock.) *Dry Dock*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *B.S.*

(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?

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?

Now done: - Main Boilers examined throughout and found to be generally in good condition.

Donkey Boiler examined. The same is in satisfactory condition. The Engines and Boilers tried under steam in dock and Safety Valves adjusted as above.

Propeller Stern-bush and outside fastenings of the Sea Connections examined and found in good order.

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 as now seen is in good condition and in our opinion eligible to remain as classed with fresh record of B.S.-10.99.

Office or Registration Fee (per Sec. 27) *2*
 Survey Fee per Section 28 *23.6*
 Special Damage Fee (per Section 28) *£2.14.0*
 Travelling Expenses (if chargeable) *£2.14.0*

Fees applied for

17/10/99
21/11/99

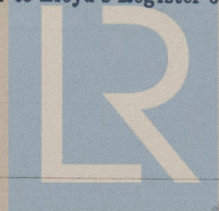
Received by me,

21.11.99
S.A.H. 21

State if Certificate is required

Committee's Minute *FRI. 20 OCT 1899*Assigned *B.S. 10.99*

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



Lloyd's Register Foundation

LON 19-0396

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. B.S. 10. 99.

BMAD
17/10/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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