

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

(Received at London Office TUES. 28 NOV 1899)

Date of writing Report *24th Nov* 18 *99* When handed in at Local Office *27th Nov* 18 *99* Port of *London*
 No. in Reg. Book. Survey held at *London* Date, First Survey *19th July* Last Survey *21st May 1899*
 371 on the Machinery of the ~~Wood, Iron or Steel~~ *L. J. J. M. Castle* Master *Hambilla*
 Tonnage { Gross *401.6* Vessel built at *Glasgow* By whom *Bardie, Curle & Co.* When *1890* YEAR. MONTH.
 { Net *261.3* Engines made at *"* When *90* Boilers, when made (Main) *90* (Donkey) *90*
 Registered Horse Power *474* Owners *J. Currie & Co.* Port *London* Voyage *West.*
 No. of Main Boilers *2*
 No. of Donkey Boilers *2*
 Steam Pressure in Main Boilers *160 lb.* If Surveyed Afloat or in Dry Dock *at float in Glasgow L. Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *65.*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *L. U. C. + 100 lb. 10.98. + L. U. C. 6.98.*
J. J. M. 95. B. S. 10.98.

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.* To what pressure were they afterwards adjusted under steam? *160 lb.*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.* To what pressure were they afterwards adjusted under steam? *65.*
 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 vitæ 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 Slides all Gumps and the Condenser examined.
Propeller Stern-bush and Sea Connections examined.
Main and Donkey Boilers examined throughout.
Tail shaft drawn in and with crank Thrust and Wheel Shafting examined.

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, E.&M.S. 9,97 or L.M.C. 9,97, 120 lb., &c.)
The Machinery of this vessel is in good order and in our opinion eligible to remain as now Classed with fresh record of + L. U. C. 11.99.

Office or Registration Fee (per Sec. 27) £
 Survey Fee (per Section 28) £5.10
 Special Damage Fee (per Section 28) £11.
 Travelling Expenses (if chargeable) £4.19
 Fees applied for *28/11 18 99*
 Received by me, *J. White & Thos Robertson*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Date if Certificate is required *can 4*

Committee's Minute *FRI. 1 DEC 1899*
 Assigned *+ L. U. C. 11.99*
TUES. 13 FEB 1900
FRI. 18 MAY 1900
FRI. 25 JAN 1901
 Lloyd's Register Foundation
 LON 720-0113

