

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

(Received at London Office 2 AUG 1938)

Date of writing Report 1.8.39 to When handed in at Local Office -2 AUG 1938 Port of London

No. in Reg. Book. 23536 Survey held at London Date, First Survey - Last Survey 1.8.1939 (No. of Visits ONE)

on the Machinery of the Wood, Iron or Steel Two Se. "DUNLUCE CASTLE"

Tonnage { Gross 8131 Net 4999 Vessel built at Belfast By whom Harland & Wolff. Ltd. When 1904 9

Nominal Horse Power 965 Engines made at do By whom do When 1904

No. of Main Boilers 30458 Boilers, when made (Main) 1904 (Donkey)

No. of Donkey Boilers Owners, Union-Castle Mail S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 220 lb Managers Port London Voyage

in Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat W.I. OK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) General Exam

(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.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons

Has the shaft been fitted previously used? Has it a continuous liner?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Now Done. The boilers and machinery of this vessel were generally examined, the port & starboard & after boilers being under steam.

The main engine & bilge pumps were tried under power, the windlass & steering engines were tried under power and all found satisfactory for the contemplated voyage to Port Glasgow, where the vessel is to be broken up.

Interim Certificate issued. Copy attached herewith.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as 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. 0.11, B.&M.S. 0.11, & L.M.C. 0.11, or L.M.C. 140 lb., F.D., &c.)

is in satisfactory condition & eligible in my opinion to retain the existing record L.M.C. 3.33 for the contemplated voyage to Port Glasgow.

Survey Fee (per Section 29) £ 3 3 0

Special Damage or Repair Fee (if any) (per Section 30.) £

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

TUE 22 AUG 1939

Deferred

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

