

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

9123

No. 9123 Date of Writing Report 18th April 1889 Port of Glasgow (Received at London Office, THURS 19 APR 1889)
 No. in Reg. Book. 472 Survey held at Bowling & Glasgow Date, first Survey 5th April Last Survey 15th April 1889
 (No. of visits 2)
472 on the Machinery of the S.S. "Dunrobin" Master McLeod Tons 152 Net 340 Gross
 If Surveyed Afloat or in Dry Dock Bowling slip Vessel built at Bowling in 1885 Engines made in 1885
 (State name of Dock.)
 N.H.P. 70 No. of Main Boilers 1 Made in 1885 Donkey Boiler made in 1885 Working Pressure, Main Boilers 90 lbs.;
 Working Pressure, Donkey Boiler 60 lbs.; Owners Messrs W. E. Davies Port Glasgow
 Last Survey No. 472 Port Glasgow Class of Vessel and Machinery 100 A1 + L.M.C. 9/85
 (As in Register Book.)

Particulars of Repairs and Examination Survey No 1
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? 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? ✓

While this vessel was on the slipway, her propeller, sea valves Main & Donkey boilers, safety valves, cylinders, slide valves & pumps were all opened up & examined, and when afloat in Glasgow her pistons were opened & examined, the safety valves tested under steam (on both boilers) & set to working pressure.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The machinery of this vessel appears to be now in efficient condition, and in my opinion she is eligible to retain her class + L.M.C. 4/89

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2 :	<u>16/4 1889</u>
Special Damage, Fee (per Section 29).....	£ : :	} <u>received by me,</u> <u>14/4 1889</u>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ . : 1 : 9	

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

Committee's Minute TUES 23 APRIL 1889

Assigned + L.M.C. 4, 89



GLS157-0240

T. & S. Form No. 9—Transfer Ink—3000, 25/12/87. * Certificate to be sent to the Registrar of Shipping, or if not whether, and when, one will be sent.

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

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.

912396

It is submitted that this vessel is eligible to have + L.M.C. 4-89, recorded - N.A. 18-4-89



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS