

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

(Received at London Office,)

404 Date of Writing Report *March* 1890 Port of *Glasgow*
 Reg. Book. Survey held at *Groon* Date, first Survey *Feb 11th* Last Survey *March 15th 1890*
 460 on the Machinery of the *S. S. Dungonnell* Master *D. Mc Millan* No. of Visits *8*
 Tonnage Gross *273* Net *129* Vessel built at *Belfast* By whom *Mc Illwaine & Lewis* When *1883* YEAR. MONTH. *1883 1*
 Registered Horse Power *50* Engines made at *Do* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 No. of Main Boilers *One* Owners *The Antrim Iron Ore Co. L^d* Port *Belfast* Voyage *Belfast*
 Steam Pressure in Main Boilers *75 lbs.* If Surveyed Afloat or in Dry Dock *Groon Dry Dock*
 in Donkey Boiler *60* (State name of Dock.)

Class of Vessel & Machinery *100A.1.5-89*
 (As in Register Book, including date of last Boiler Survey.) *S.S. Bel. N^o 1. 87*
+ L.M.C. 6-87
B.S. 3-89.

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Damage & Special Survey.*
 (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? _____

At the request of the Owners, The Antrim Iron Ore Co. L^d, held a damage survey on the machinery of this vessel on account of her having stranded on the Black Rock off Groon on the 6th February while on a voyage from Belfast to Ardrossan.

The whole of the machinery and the connections appeared to have been severely shaken & shaken. The engine seating was shaken & started as also were the shaft stools in tunnel - a number of ribs being loose. The propeller had worked loose on shaft & had been in contact with some hard substance and broken one of the blades at tip - The working of the engines during the stranding & subsequently had caused the shaft to get heated and had caused a flaw in the aft crank pin which extended the full length of pin and into the webs. The thrust block had also heated and the sand entering the water service cooling pipes had contributed to the heating caused through the charring of vessel. The brazing of the hotwell discharge pipes & donkey circulating pipes had started as also had the main steam & surface blow-off pipe joints. The seams at bottom of main boiler had started to leak, especially the centre one which appeared to have been shaken. The sand & mud had scored the circulating pump bucket but the chamber appeared to be in fair condition.

The propeller has been removed - one new blade fitted and the others taken off & replaced. The shaft was taken to shop, put in lathe & found to be fair & true. The aft end has been turned up & bars re-fitted with a new key. The tunnel stools have been stiffened by the addition of plate angles riveted to side of tunnel and new rivets put

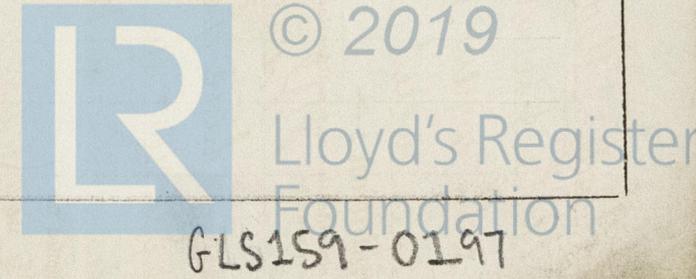
General Observations, Opinion, and Recommendation:— (Continued over—)

*The whole of the recommendations on account of the damage to this machinery have been satisfactorily carried out and I am of opinion these engines & boilers are now in good & safe working condition and eligible to be classed **L.M.C. 3-90** in the Register Book.*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 23).....	£ 3 : 10 :	<i>14/3 1890</i>
Special Damage Fee (per Section 23).....	£ 3 : 3 :	} received by me, <i>19/3 1890</i>
*Certificate (if required) as per margin.....	£ : : :	
Travelling Expenses (if chargeable).....	£ 2 : 15 : 11	

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

Committee's Minute *FRIDAY 21 MARCH 1890*
+ L.M.C. 3/90



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

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in where required - The thrust block has been removed and new rimp fitted - The crankshaft has been removed entirely and a new one, made by the Turine Forge Co., has been fitted - The whole of the shafting has been readjusted & lined up - The engine seat has been stiffened by the addition of two plate stays on each side - All the engine soleplate holding down bolts have been tightened up - The damaged pipes have been repaired and the leaking joints remade - An internal covering plate has been fitted over the circumferential seam at bottom of shell and other seams caulked as required - The main engine circulating pump bucket has been renewed - The cylinders, pistons, slide valves, all pumps, pipes & connections, sea cocks & valves have been overhauled - Two new valves fitted to bilge pump - Donkey engine opened out & repaired as required - The water service cooling pipes all taken off and cleaned - The damaged non conducting material on boilers has been removed and a new covering applied - The engine room platform has all been re-layed and the three store lockers in engine room have been renewed - The stowhold plates have all been re-layed and two of them renewed - The engine room skylight has been replaced - The lagging on H.P. cylinder has been repaired - The tunnel plate has been again riveted up and the wood & iron covering of same in hold extending along in way of Aft hatch, has been renewed - The engine engine cover & tunnel have been painted out - The bilges cleaned out and the suction pipes & roses all overhauled -

Steam raised in main & donkey boilers and safety valves adjusted - Engines tried under steam -

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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 to have + LMC 3.90
recorded

M.D.
20.3.90



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.