

REPORT of SURVEY for REPAIRS, &c.

No. 9404 Date of Writing Report 15th March 1890 Port of Glasgow Received in London Office. THURS 20 MARCH 1890
 No. in Reg. Book. 460 on the S.S. "Dungonnell" Survey held at Troon Date, First Survey 10th Feb. Last Survey 13th March 1890
 Master D. McMillan 89-89

TONNAGE:— NET 129 GROSS 273 UNDER DK. 254
 Built at Belfast By whom W. Swaine & Lewis When 1883
 Owners Antrim Iron Ore Co. Port belonging to Belfast
 Owners' Address (if not already recorded in Appendix to Register Book.)

Surveyed ~~at~~ in Dry Dock Name of Dock Troon Destined Voyage Coasting
 Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 386 Port Bel S.S. Bel. H-1-87 5,89
 Classified 100 A.1.
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs on account of Damage, and S.S. H-2.

Repairs on account of Damage caused by stranding.
 In way of main hold:— The keel unriveted for a length of 40 ft. faired in place, and re-riveted. On port side, four garboard plates, three plates of B stroke, five of C stroke, and one of E stroke renewed; two plates of B stroke taken off, faired, replaced, and re-riveted; one floor plate, six reverse frames, and fourteen keelson lugs renewed; one frame partly renewed; and twenty one frames faired in place and re-riveted. On starboard side, four garboard plates, three plates of B stroke, four of C stroke, and one of E stroke renewed; one plate of B stroke taken off, faired, replaced, and re-riveted; two floor plates, seven reverse frames, and ten keelson lugs renewed; one frame doubled where fractured; and twenty one frames faired in place and re-riveted. Two floor plates and two reverse frames renewed from bilge to bilge. The centre keelson partly unriveted, faired in place, and re-riveted. On each side of the vessel, the double angle iron side keelson unriveted for a length of 52 feet, 29 wash plates removed.

PRESENT CONDITION OF THE	Decks	Planks (Bottom) & Counter	Ceiling	Boats
Good	Good	Good	Good	Good
Waterways	Good	Good	Good	Good
Comings	Good	Good	Good	Good
Up'r Dk. Beams & Fastenings	Good	Good	Good	Good
Low'r Dk. Beams & Fastenings	Good	Good	Good	Good
Plank sheers	Good	Good	Good	Good
Sheerstrakes	Good	Good	Good	Good
Top plates	Good	Good	Good	Good
Wales	Good	Good	Good	Good
Engine Room Skylights	Good	Good	Good	Good
Coal Bunker, Openings, Lids, &c	Good	Good	Good	Good
Scuppers	Good	Good	Good	Good
Cargo & Main Hatchways	Good	Good	Good	Good
Hatches	Good	Good	Good	Good

General Observations, Opinion as to Class, Recommendation, &c.:
 This vessel is in good and efficient condition, eligible in my opinion to remain as classed and to be noted in the Register Book S.S. Cly. H-2-90

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 1			
Office Fee (if chargeable) per Scale II., Sec. 27...	£ 1			
Survey Fee (per Section 28)	£ 3	10		
Special on Damage, Fee (if any) (per Sec. 28)	£ 4	4		
*Certificate (if required) to be sent as per margin	£			
Travelling Expenses (if chargeable)	£ 1	10	6	
Second Surveyor's Fee (if any)	£			

Committee's Minute FRIDAY 21 MARCH 1890
 Character assigned 100A1
 Date 2/90
 SS No: 2-90
 J. Thomson
 Surveyor to Lloyd's Register of British & Foreign Shipping.

S. S. "Dungonnell"

therefrom and in lieu thereof intercostal plates fitted and attached to the outside plating, and the keelson angles faired and re-riveted. On each side in boiler space eight side keelson wash plates attached to the outside plating with deep connecting angles. The bulkhead at fore end of boiler space partly unriveted, faired in place, and re-riveted; three additional horizontal and two vertical stiffening angles fitted and riveted thereto; and the sluice valve and rod repaired. A number of rivets in the keel and a few in the stem renewed. About 80 of the butts of outside plating cleaned out, recoiled, and re-stopped. The rudder unshipped and the pintles adjusted, a number of rivets in the rudder renewed, and the steering gear overhauled. The whole of the cement in main hold renewed; and the cement in chain locker, coal bunkers, engine and boiler space, and after hold repaired. The whole of the ceiling in main hold, and seven strakes on each side in after hold new; and the ceiling in coal bunkers and chain locker relaid and partly renewed. The engine suction pipes and deck pumps repaired and made good. The bottom cleaned and recoiled. The topgallant rail round stern, two fairleads, the clamp for flagstaff, 30 ft. of rail angle bar, one stern plate, and 30 ft. of iron moulding new. The face plate of port quarter belting renewed. On the quarter deck:— One mooring bitt on each side refastened; the cement in gutter waterway repaired; the top of cabin skylight, and the binnacle and compass renewed; the standard for stern light repaired; and the funnel of cabin stove new. On the port side of after well, 10 ft. of topgallant rail, one mooring bitt, the ladder to quarter deck, and two water port doors new. On the starboard side of after well, one bulwark stay, one mooring pipe, one mooring bitt, and one water port door new. The two steam winches on deck repaired and overhauled. The breakwater on forecastle renewed, and the hand rails straightened. The lifeboat and chocks repaired, and the ridge pole and two oars new. Three hatch tarpaulins, one life boat cover, one skylight cover, two winch covers, one binnacle cover, four cork fenders, two coils running gear, four mooring pipe plugs, one 7½ hawser 90 fms. in length, two 4½ warps 75 fms. in length, and two 3½ warps 75 fms. in length new. The ladder to quarter deck on starboard side repaired, and the angle iron cleats for deep web plate in after hatchway new.

For Special Survey S: 2.

In addition to the foregoing:— The ironwork in coal bunkers cleaned down and recoiled. The inside of peak tanks cleaned, examined, coated with cement wash, and the tanks afterwards tested by a head of water 8 ft. above the crowns and found satisfactory. The chain cables ranged, the masts, spars, and general equipment examined, and all the requirements of the Rules for S. S. S: 2 complied with.

J. Thomson.