

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

9783

No. 9483 Date of Writing Report April 24th 1890 Port of Glasgow (Received at London Office. FRIDAY 25 APRIL 1890)
 No. in Reg. Book 460 Survey held at Glasgow Date, first Survey and Last Survey April 18th 1890
 on the Machinery of the S. S. Dungonnell Master M^c Millan No. of Visits
 Tonnage Gross 273 Net 129 Vessel built at Belfast By whom M^c Ilwaine & Lewis When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 Registered Horse Power 50 Engines made at Do. Owners Antum Iron Ore Co Port Belfast Voyage
 No. of Main Boilers one Steam Pressure in Main Boilers 75 lb. If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)
 in Donkey Boiler 60 Class of Vessel & Machinery 100 A. 1. 3-90
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S. S. Cl. 17-2-90 L. N. C. 3-90

Last Survey No. 9707 Port Gls.

Particulars of Examination and Repairs (if any) crankshaft.

(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? ☒

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 proceeded on board this vessel for purpose of examining crankshaft. Found the Forward crank pin a little dirty on the surface and a small vertical mark at fillet of web - The surface marks are only an inch or two in length and there is no appearance of them being anything but surface defects and do not consider them of any importance. This shaft is a new one, it was fitted on board last month on completion of damage survey repairs - See Glasgow Report No 9707 - it was examined by me while rough turning & finishing - the surface marks were seen at that time and there is no difference whatever in them now.

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

I am of opinion that the marks on Forward crankpin are only on the surface and do not in any way affect the safe working of the engines. It is submitted that the machinery is eligible to remain as classed in the Register Book without fresh record

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

Walter J. Robson.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 29 APRIL 1890

Assigned Remain as classed

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

* Certificate to be sent to

T. & S. Form No. 8—Transfer Ink—0000, 9/12/89
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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.

9783 g/s

It is submitted that this

result is due to

remains as

closed

W.A.

25-4-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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