

No. 13544

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

SAT. 23 MAR 1895

Date of writing Report 22nd March 95 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 1892 Last Survey 20th March 1895
444 on the Machinery of the Wood, Iron or Steel S.S. Dungeness Master J. Salt
 Tonnage { Gross 1201 Vessel built at Dunfermline By whom Gourley Bros & Co When 1892-7
 Net 514 Engines made at do When 92 Boilers, when made (Main) 92 (Donkey) 92
 Registered Horse Power 270 Owners Clyde Shipping Coy Port Glasgow Voyage Coasting
 No. of Main Boilers 2 Steam Pressure 150 lbs If Surveyed Afloat or in Dry Dock Meadowside
 in Main Boilers 1 in Donkey Boilers both (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last Survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100A1</u>	<u>4.94</u>	<u>1-2.M.C</u>
		<u>7.92</u>

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Nothing

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 Do. " 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?
 Did the Surveyor examine the Safety Valves of the Main Boiler?
 At what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine the Safety Valves of Donkey Boiler?
 To what pressure were they afterwards adjusted?
 If the Survey is not complete state what arrangements have been made for its completion?

This vessel has been placed in drydock at which time the sea connections were examined externally and found in good order. New blades have been fitted to the propeller and properly secured.

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey.*

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

John Sanderson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

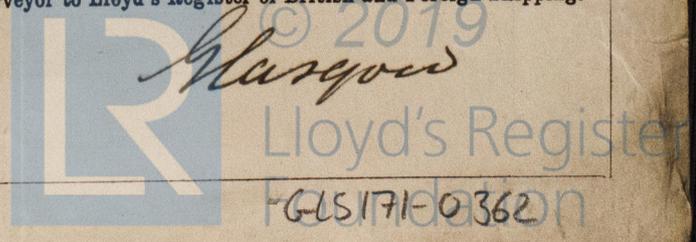
*State if Certificate is required _____
 Committee's Minute TUES. 26 MAR 1895
 Assigned As now

Since 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

16-LRFP—Form No. 9—Transfer Ink—4,000, 29,904.
 (The Surveyors are requested not to write on or before the space for Committee's Minute.)

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



New blades were fitted to the propeller
(reason not given) 1354796

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
remain AS CLASSED.

N.A.

23-3-95

[Faint, illegible handwriting throughout the page, likely bleed-through from the reverse side.]

AS THE SUPERVISORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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