

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

(Received at London Office)

THUR 29 JUL 1897

Date of writing Report 10<sup>th</sup> July 1897 When handed in at Local Office 18 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 20<sup>th</sup> April Last Survey 24<sup>th</sup> July 1897  
 Reg. Book 492 on the Machinery of the Wood, Iron or Steel Dunottar Castle Master John  
 Tonnage Gross 5465 Net 3519 Vessel built at Glasgow By whom Tampel & Co. Ltd. When 1896  
 Registered Horse Power 1000 Engines made at " When 1896 Boilers, when made (Main) 1896 (Donkey) 1896  
 No. of Main Boilers 4 Owners Castle Mail Packet Co. Ltd. Port London Voyage Coastwise  
 No. of Donkey Boilers 1 If Surveyed Afloat ✓ in Dry Dock Govan  
 Steam Pressure in Main Boilers 160 lb. in Donkey Boilers 160 lb.

Last Survey No. Port  
 Particulars of Examination and Repairs (if any) S.S. h. 2

Periodical Surveys, when held, must be reported in detail and serially 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? Yes

Do. " Donkey " " " " 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?

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?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Main Engines:- Pistons (H&L.P.) cylinders; slide & piston valves  
Main Condenser, all pumps & valves, crank thrust and  
Tunnel shaft and all sea connections examined  
 and found in good condition. Some slight cracks  
 were found in the L.P. piston. A new piston has been  
 fitted. New Lignum vitae has been fitted in the Stern  
 Bushes.

Main Boilers:- Examined throughout and found in good  
 condition. The Boilers were subsequently examined under  
 hydraulic pressure of 240 lb. and found tight.

Donkey Boiler:- Examined and found in good condition.  
 A bolting plate which was leaking at the back end  
 has been taken off and a new plate fitted.

General Observations, Opinion, and Recommendation:— The machinery of this  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, E.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

Vessel is now in good and safe working condition and eligible in my opinion

remains as classed with record

7.97 noted in the Register.

Office or Registration Fee (per Sec. 27) £ 5.19.  
 Survey Fee (per Section 28) £ 4.19.  
 Special Damage Fee (per Section 28) £ :  
 Travelling Expenses (if chargeable) £ :

Fees applied for 26/4/1897  
 Received by me, 29/7/97

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

\* State if Certificate is required

Committee's Minute

FRI 30 JUL 1897

FRI 1 OCT 1897

TUES. 23 NOV 1897

Assigned

+ L.M.C. 7.97

GLS178-0181

Lloyd's Register  
 Foundation



*Crew draft examined*

*It is submitted that  
this vessel is eligible for  
THE RECORD. + d. h. C. 7. 97.*

*L.L.*

*29.7.97*

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.

Name of Doer  
to later No.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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