

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

(Received at London Office, TUES 3 SEPT 1889)

No. 474 Date of Writing Report September 3<sup>rd</sup> 1889 Port of London  
 No. in Reg. Book. 2483 Survey held at London Date, first Survey August 20<sup>th</sup> Last Survey August 2 1889  
474 on the Machinery of the S. S. Dunrobin Castle Master Duncan No. of Visits 4  
 Tonnage Gross 2483 Net 1448 Vessel built at Glasgow By whom P. Raper & Sons When 1875 11  
 Registered Horse Power 270 Engines made at " When 1875 Boilers, when made (Main) 1875 (Donkey) 1875  
 No. of Main Boilers 2 Owners D. Currie & Co Port London Voyage "  
 Steam Pressure in Main Boilers 60 If Surveyed Afloat or in Dry Dock Guano Class of Vessel & Machinery  
 in Donkey Boiler 60 (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) 100 A. 1. 3. 86  
L.M.C. 4. 88

Last Survey No. 49629 Port London  
 Particulars of Examination and Repairs (if any) Annual B. S.

(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?  
sea connections & propeller fastenings examined & found to be in order

Examined main & donkey boiler & safety valves for the same & found them in order

Tested main boiler safety valves to 60 lbs per sq inch  
" donkey " " " " 60 " " "  
& ran engines turned under steam, satisfactory

All working parts of engines being open were examined & found in good condition

General Observations, Opinion, and Recommendation:— The machinery of this vessel being in good order she is eligible in my opinion to remain as classed & to have the notation B.S. recorded in the Register Book  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	} <u>all</u> received by me, <u>Mr 1889</u>
Survey Fee (per Section 23) .....	£ <u>2</u> : <u>0</u> :	<u>9. 9</u> 188 <u>9</u>	
Special Damage Fee (per Section 23) .....	£ : :		
*Certificate (if required) as per margin .....	£ <u>1/11/89</u>		
Travelling Expenses (if chargeable).....	£ : :		

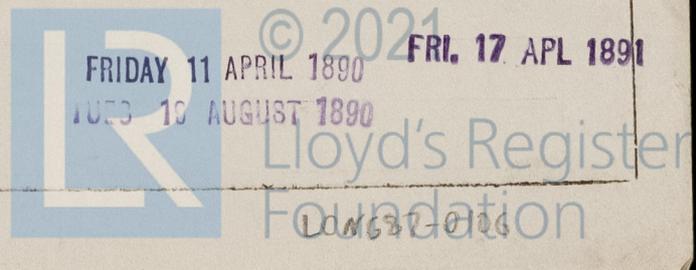
Maurice Sutton  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute 18 59/89  
 Assigned

TUE 10 SEP 89 TUES 25 MARCH 1890 FRIDAY 11 APRIL 1890 FRI. 17 APL 1891 TUES 10 AUGUST 1890

State if a Report is also now sent on...

Insert Character of Ship and Machinery prescribed 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.

It is submitted that this  
vessel is eligible to  
have B.S. 9. 89  
recorded.

N.A.  
9. 9. 89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation