

51376

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

(Received at London Office.)

No. _____ Date of Writing Report 8th Dec 1890 Port of London
No. in Reg. Book. 425 Survey held at London Date, first Survey 27th Nov Last Survey 6th Dec 1890
on the Machinery of the S.S. Dunrobin Castle Master R. Muir No. of Visits Two
Tonnage Gross 2783 Net 1778 Vessel built at Glasgow By whom R. Napier & Son When 1878 YEAR. MONTH.
Registered Horse Power 300 Engines made at " When 1875 Boilers, when made (Main) 1875 (Donkey)
No. of Main Boilers 2 Owners R. Currie & Co Port London Voyage ✓
Steam Pressure in Main Boilers 604 If Surveyed Afloat or in Dry Dock
in Donkey Boiler 604 (State name of Dock.)
Class of Vessel & Machinery 100 A1 386
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B.S. 9, 89
L.M.C. 4, 88

Last Survey No. 51072 Port London No. 2-83

Particulars of Examination and Repairs (if any) Annual Boiler Survey
(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?

Examined Main boilers internally & externally.
Two longitudinal iron stays have had screwed ends renewed in each main boiler.
Six rivets have been renewed in after circumferential seam in Steam Space, Port boiler.
Four angle iron bars for longitudinal palm stays in port boiler after end have been renewed.
Laminated plate in star wing furnace Star boiler pinned with 3 screws & riveted over
Examined Superheater internally & externally.
One half angle iron ring round flue near outlet has been renewed
Examined Donkey boiler internally & externally. Found in good condition
Examined Main boiler, Superheater & Donkey boiler Safety Valves found all in good order.
Tests same under steam & adjusted them to lift at 60 lbs per sq. in.
A new L. Pres. Piston packing ring has been fitted this time

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.)
The Machinery of this vessel, as far as seen, is in good condition, and in my opinion is eligible to have B.S. 12, 90 recorded in the Register Book. Subject to the boilers being again examined within twelve months as per rule.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<u>not to be passed</u> <u>ASD</u> <u>18/4/91</u> <u>Robt. Balfour</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ 2 : - : -	<u>10/12/1890</u>	
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :	received by me,	
Travelling Expenses (if chargeable).....	£ : :	<u>29/4 18 91</u>	

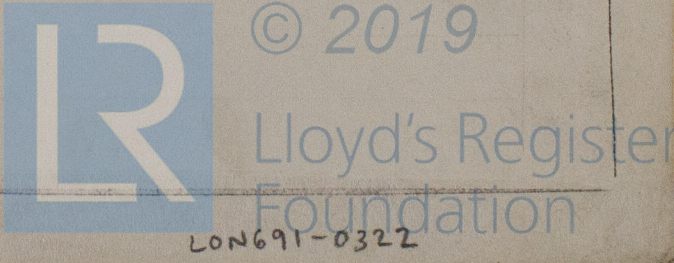
Committee's Minute FRI 12 DEC 1890 FRI. 17 APL 1891

Assigned AS 12/90

State if a Report is also now sent on the Ship

T. & S. Form No. 2—Transfer Ink—6000, 9/12/89. * Certificate to be sent to

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.

It is submitted that this
vessel is eligible to
have B.S. 12-90
recorded.

N.A.
11-12-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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