

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

WED. 17 JUN 1891

No. *422* Date of Writing Report *16th June 1891* Port of *London*
 No. in Reg. Book. *422* Survey held at *London* Date, First Survey *8th June* Last Survey *9th June 1891*
 on the *Iron Screw Steamer DUNOTTAR CASTLE* Master *M. P. Webster*

TONNAGE:— NET *3069* GROSS *5465* Built at *Glasgow* By whom *Fairfield & Co. Ltd.* When *1890* 8
 Owners *D. Currie & Co.* Port belonging to *London*

UNDER DK. *4935* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 If Surveyed Afloat or in Dry Dock *by Dock* Name of Dock *Shames* Destined Voyage *Cape*

Length of Poop *ft. : of Forecastle* *ft. : of Raised Or. Deck* *ft. : Moulded Depth* *ft.* *ins.*
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *514/3* Port *Lon* Classed *Spur deck. 100A1*
+ LMC. 2.90 3.91

(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.)
 Society's Freeboard (if assigned) in Summer *ft.* *ins.*
 as painted on Ship in Winter *ft.* *ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition* *Damage*

This vessel has been examined in the Shames Iron Works dry dock. It was ascertained that she had been ashore in Whitland Bay, near Plymouth, on the 5th June 1891, on her passage up the Channel, on examination of the bottom the (flat) keel was found to be rubbed and chafed in places and also the plating along the lower part of the mid bilge forward, and one of the butts in A stroke forward weeping, beyond this there did not appear to be the least damage, and the bottom otherwise was in perfect order. The weeping butt has been recaulked and the bottom cleaned and painted.

PRESENT CONDITION OF THE		Plank (Bottom) & Counter	Ceiling	Boats
Decks	<i>good</i>	<i>good</i>	<i>where seen good</i>	<i>10 good</i>
Waterways	<i>good</i>	Freeneails or Rivets <i>where seen good</i>	Rudder <i>good</i>	Masts, Yards, &c. <i>good</i>
Comings	<i>good</i>	Breasthooks & Stemson <i>not seen</i>	Windlass & Capstan <i>good</i>	Condition, how ascertained <i>from deck</i>
Up'r Dk. Beams & Fastenings	<i>where seen good</i>	Transoms, Pointers, & Crutches <i>good</i>	Pumps <i>good</i>	Sails <i>good</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	Timbers of Frame at the openings <i>where seen good</i>	Cement (if Iron Ship) <i>not seen</i>	Anchors No. of <i>4 B. 1 S. 2 K</i>
Planksheers	<i>good</i>	Ditto ditto at other places <i>good</i>	Caulking of Bottom, D'k, & Watrways <i>good</i>	Cables <i>stated to be enough</i>
Sheerstrakes	<i>good</i>	Keelsons <i>good</i>	Copper, or Y.M. (State if on Felt.) <i>good</i>	Hawsers & Warps <i>good</i>
Topsides	<i>good</i>	Clamps & Shelves <i>good</i>	When put on <i>good</i>	Standing & Running Rigging <i>good</i>
Wales	<i>good</i>			Hatches <i>good</i>
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c. <i>good</i>	Scuppers <i>good</i>	Cargo & Main Hatchways <i>good</i>

General Observations, Opinion as to Class, Recommendation, &c.:

The vessel, so far as seen, is in good and efficient condition, and eligible in my opinion to remain as classed, and I have record of Survey 6.91.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	:	:	18
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:	Received by me,
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute *FRI 19 JUN 1891*
 Character assigned *100A1*
London *Spadeck*



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