

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

MON. 25 JAN 1892

(Received at London Office)

No. *222* Date of Writing Report *22<sup>nd</sup> Jan 1892* Port of *London*

No. in Reg. Book *427* Survey held at *London* Date first Survey *20<sup>th</sup> Jan 1892* Last Survey *20<sup>th</sup> Jan 1892*

*on the Machinery of the S/S "Dunottar Castle" Master Robinson* No. of Visits *1*

Tonnage Gross *5465* Net *3669* Vessel built at *Glasgow* By whom *Fairfield & Co. (Linn.)* When *1890* 8

Registered Horse Power *1100* Engines made at *"* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*

No. of Main Boilers *4* Owners *A. Currie & Co.* Port *London* Voyage *Cape*

Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Any of the* Class of Vessel & Machinery *L. 100A1. 11.91.*

in Donkey Boiler *✓* (State name of Dock.) *Shaw's Iron Works* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 8.90*

Last Survey No. *"* Port *"*

## Particulars of Examination and Repairs (if any) *Condition*

(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 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?

*Vessel placed in dry dock,  
Examined propeller & all sea connection fastenings  
found same satis.*

## 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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

*So far as seen the machinery of this vessel is in good order & eligible in my opinion to remain as classed*

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

\*State if Certificate is required

Committee's Minute

FRI 29 JAN 1892

Assigned

*As now*

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



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LON 695-0133

State 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.—L. R. P. H.—Form No. 3.—Transfer Ink—5,000, 18/9/91

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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.

J. J. M.  
26/1/92



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.