

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

No. 53902

THURS. 1 DEC 1892

Date of writing Report Dec 1st 18 92 When handed in at Local Office London (Received at London Office Port of London)

No. in Reg. Book. 327 Survey held at London Date, First Survey Nov 30th Last Survey Nov 30th 1892

on the Machinery of the Wood, Iron or Steel SS. "DOUNE CASTLE" Master Harry (No. of Visits one)

Tonnage { Gross 4046 Net 2613 Vessel built at Glasgow By whom Barclay Currie & Co When 1890 11

Registered Horse Power 463 Engines made at B When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers two Owners D. Currie & Co Port London Voyage South Africa

Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock Green Dry Dock (State name of Dock.)

in Donkey Boiler -

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition.

(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?

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?

If the Survey is not complete state what arrangements have been made for its completion?

Examined propeller, Stern Bush, & sea connections fastenings whilst vessel was in dry dock, found all to be in good condition.

General Observations, Opinion, and Recommendation:—This vessel's machinery is now

(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. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

as far as seen is good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.

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

*State if Certificate is required

Committee's Minute

TUES. 6 DEC 1892

Assigned As now

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



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LON697-0402

It is submitted that
this vessel is eligible to
remain AS CLASSED

C.A.S.

5.12.92

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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