

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

No. 53919

MON. 12 DEC 1892

(Received at London Office)

Date of writing Report Dec. 7th 1892 When handed in at Local Office London is Port of London
 No. in Reg. Book 436 Survey held at London Date, First Survey Nov. 7th 1892 Last Survey Dec. 7th 1892
on the Machinery of the Wood, Iron or Steel S.S. "DUNDONALD" Edendale Master J. Luth
 Tonnage { Gross 570 Vessel built at Blyth By whom Blyth S.B. & Co. (Lind.) When 1885 YEAR. MONTH. 5
 { Net 319 Engines made at Huddersfield When 1885 Boilers, when made (Main) 1885 (Donkey)
 Registered Horse Power 80 Owners The Smith S.S. Co. Port Glasgow Voyage -
 No. of Main Boilers one If Surveyed in Slipway Afloat or in Dry Dock Helson
 Steam Pressure in Main Boilers 85 lbs. in Donkey Boiler 45 lbs.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) Special Survey

(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?

This vessel which is reported to have struck the ground heaving whilst on a voyage from St. Servant to St. Samson, Oct. 27th 1892, was placed on the above-named Slipway.

The fastenings of the Sea connections, also the Propeller were examined, overhauled & made good as required. Tail Shaft drawn in, examined & found good. Cylinders, pistons, slide valves, air, circulating, feed & bilge pumps and valves examined and found good with the exception of the air pump bucket & the packing rings for pistons which were renewed.

The Crank, thrust & tunnel Shafting examined. Crank Shaft found broken in after crank pin was replaced by new, all the Shafting was re-lined, and white metal run into the Crank Shaft journals.

The Main Boiler was examined internally and externally and was found in good condition with

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

The Machinery being now in good and safe working condition, we are of opinion that this vessel is eligible to remain as classed and have the notation:—

L.M.C. 12.92 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ - - - -
 Survey Fee (per Section 28) £ 3 : 10 : 0
 Special Damage Fee (per Section 28) £ - - - -
 Travelling Expenses (if chargeable) £ - - - -

Fees applied for 17/12/92
 Received by me, 13/1/93

Herri Wilkinson
Geo. J. Wilmerson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute TUES. 13 DEC 1892
 Assigned + LMC 12.92

53919. Jan.

the exception of a few slight leaks at the front of the furnace & two places in the bottom along the circumferential seams. These places were re-caulked & made good, the furnace joints being removed for the purpose. The safety valves and Boiler mountings were also examined & found in good order and the safety valves were subsequently adjusted, under steam, to blow off at 85 lbs. per sq. in.

The Lortky Boiler was examined internally and externally, also its safety valves - all found in good condition, and the safety valves were adjusted, under steam, to blow off at 45 lbs. per sq. in.

Henri Wilkinson

7.12.92

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

It is submitted that
this vessel is liable for
THE RECORD.

+LMC 12-92

On acct of Gen. Wear, a new Crank
shaft was fitted, and some repairs
were effected to the Machinery.

W.A.

12-12-92



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