

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

MON. 19 JUN 1893

(Received at London Office)

Date of writing Report *16th June 1893* When handed in at Local Office is *Port of London*

No. in Reg. Book. *440* Survey held at *London* Date, First Survey *9th June* Last Survey *14th June 1893*

440 on the Machinery of the *Wood, Iron or Steel* *S.S. "Dunottar Castle"* Master *J.C. Robinson*

Tonnage { Gross *5465* Net *3069* Vessel built at *Glasgow* By whom *Fairfield Co. (Lim)* When *1890* 8

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

No. of Main Boilers *Four* Owners *D. Currie & Co.* Port *London* Voyage *Cape*

Steam Pressure in Main Boilers *160* If Surveyed *Afloat or in Dry Dock* *Thames Iron Works, drydock.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler *160* (State name of Dock.)

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Damage*

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys.	Years and Months allowed to expire.	Machinery and Boiler Surveys (including date of S.B., if any).
<i>100A / 8/10/93</i>		<i>L.M.C. 890</i>
<i>S.S. 3.93.3-8-88</i>		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*

Do. " Donkey " " " *No*

If this was not done, state for what reasons? *Not due for survey.*

And what parts of the Boilers could not be thus thoroughly examined? *No*

So 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? *No*

Did the Surveyor examine the Safety Valves of the Main Boiler? *No*

at what pressure were they afterwards adjusted under steam? *Not adjusted*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted? *Not adjusted*

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

While this vessel was in the Thames Iron Works Co's dry dock - one blade of the propeller and nine studs were found to be broken and four studs slack - the damage stated to have taken place on the 22nd + 23rd May 1893 on a voyage from Capetown to this port. The one blade and thirteen studs were now renewed, and the tail shaft drawn in and examined. One short length of lignum vitae in stern bush renewed.

General Observations, Opinion, and Recommendation: - *The machinery of this vessel, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed without fresh record of survey.*

(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. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *19 JUN 93*

Survey Fee (per Section 28) £ : : *RCS*

Special Damage Fee (per Section 28) £ *3* : *3* : *0*

Travelling Expenses (if chargeable) £ : : Received by me, *R. Elliott*

27/9/93 1893 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

