

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

No. 54754

(Received at London Office) SAT 23 SEP 1893

Date of writing Report 23rd Sept 93 When handed in at Local Office is Port of London.
 No. in Reg. Book. Survey held at London Date, First Survey 15th Sept Last Survey 21st Sept 1893
 447 on the Machinery of the Wood, Iron or Steel S.S. "Dunottar Castle" Master J.C. Robinson
 Tonnage { Gross 5465 Vessel built at Glasgow By whom Fairfields C^o. (Lim) When 1890 8
 Net 3069
 Registered Horse Power 1100 Engines made at Do. 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 ~~At~~ or in Dry Dock Thames I. Wks. C^o. dyke
 in Donkey Boiler 160

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Condition

(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.)

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?

No.
 No
 Not due for survey
 ✓
 No
 Not adjusted
 No
 Not adjusted

Complete.

Sea connections, propeller & its fastenings examined & found in good condition. The four steel propeller blades have now been replaced by four Manganese bronze ones.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as far as seen, is in safe working condition, eligible, in my opinion, to remain as classed, without fresh record of survey.

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

*State if Certificate is required

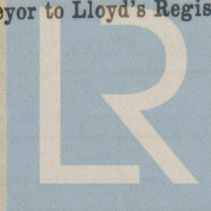
Committee's Minute

FRI 29 SEP 1893

Assigned

as now

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



Lloyd's Register Foundation

Ken 700 - 0081

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

On acct of a change,
Manganese bronze propeller blades
were fitted

W. A.
23.9.93

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