

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

(Received at London Office

WED. 20 DEC 1893

(Received at London Office)

Date of writing Report 19th Decr 93 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 7th Dec. Last Survey 19th Dec. 1893

447 on the Machinery of the Wood, Iron or Steel S.S. Dunottar Castle Master J.C. Robinson No. of Vessels 2, YEAR. MONTH.

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

Registered Horse Power 1100 Engines made at D.O. When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

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

Steam Pressure—160 If Surveyed Afloat or in Dry Dock Thames I. Wks. 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) 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?

Complete.

Sea-connections, propeller & its fastenings examined in dry dock and found in good order.

The H. P. Cylinder has now been re-bored and made $5\frac{1}{16}$ " larger - the cylinder being now $38\frac{5}{16}$ " which should be noted in the Register Book.

General Observations, Opinion, and Recommendation:—The machinery of this vessel,

(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.)

so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed without further record of survey.

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

Fees applied for

18

Received by me,

18.

*State if Certificate is required

Committee's Minute

Assigned As now

Note diar. of Cy.

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

© 2019

Lloyd's Register
Foundation

Ken 700 - B4604

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

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.

For reasons not stated, the High
Pressure cylinder has been
rebored & made $\frac{5}{16}$ " larger in
dia. The dia of this
cylinder is now $38\frac{5}{16}$ " which
should be noted in
the Reg. Book—

Sub
20/12/93—

