

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

Date of writing Report *31st March 1894* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. *447* Survey held at *London* Date, First Survey *14th March* Last Survey *30th March 1894*
 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* Boilers, when made (Main) *1890* (Donkey) *1890*
 Registered Horse Power *1100* Engines made at *Do.* Owners *D. Currie & Co.* Port *London* Voyage *Cape*
 No. of Main Boilers *Four* Steam Pressure in Main Boilers *160* in Donkey Boiler *160* If Surveyed ~~Afloat~~ *in Dry Dock* *Thames I. Wks. dry dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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?

Complete.
Vessel placed in dry dock - propeller & sea connection fastenings examined & found in good order. One propeller blade renewed, on account of six inches being broken off old one.

General Observations, Opinion, and Recommendation:— *So far as seen, this vessel's*

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

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

*State if Certificate is required

Committee's Minute *TUES. 10 APR 1894*

Assigned *As now*

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



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LON 701-0422

It is submitted that
this vessel is eligible to
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.

Fract of a propeller blade
being broken
A new blade was fitted

N.A.
6-4-94

