

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

(Received at London Office **FRIDAY 21 SEP 1894**)
Date of writing Report *Sept 20* 18 *94* When handed in at Local Office is *Port of London*

No. in Reg. Book. *454* Survey held at *London* Date, First Survey *Aug 29* Last Survey *Sept 19 1894*
on the Machinery of the Wood, Iron or Steel *S.S. DUNOTTAR CASTLE* Master *Webster*

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.* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
No. of Main Boilers *4* Owners *D. Currie & Co.* Port *London* Voyage *Natal*
No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *James St. Dry Dock & East India Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *S.S. No. 1* Port *S.S. No. 1* 100 A. 1. 3. 94 L.M.C. 8.90

Particulars of Examination and Repairs (if any) *Spar deck*
(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? *Yes*
Do. " Donkey " " " *Yes*
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? *Yes*
At what pressure were they afterwards adjusted under steam? *150lbs*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
To what pressure were they afterwards adjusted? *150lbs*
If the Survey is not complete state what arrangements have been made for its completion? *Completed*

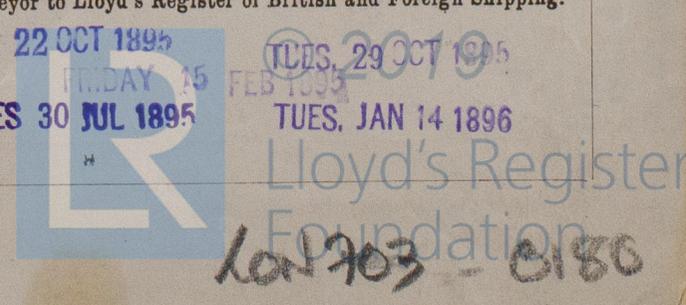
Examined Main & Donkey Boilers internally & externally Safety valves, also Cylinders, Pistons, Slide Valves, Pumps Condenser, Sea & bilge connections, shafting, stern bush & propeller, all found to be in good condition, except the coupling bolts between the L.P. Crank shaft & the Thrust shaft, two of which bolts were broken & the rest slack. These bolts in this coupling have now all been renewed.

The Safety valves were adjusted under steam.

General Observations, Opinion, and Recommendation: *This vessel's Machinery is now in good condition & in my opinion the vessel is eligible for record*
L.M.C. 9.94

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *24/9 1894*
Survey Fee (per Section 28) £ *5:10:0* Received by me, *P.M. Salmon*
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : : *2/10/ 18 94*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 25 SEP 1894* *FRIDAY 7 DEC 1894* *TUES. 30 JUL 1895* *TUES. 29 OCT 1895* *TUES. JAN 14 1896*
Assigned *L.M.C. 9.94* *FRI. 10 MAY 1895*



State if Certificate is required or if not. 15-L.M.C. Form No. 9 - Transfer Ink - 10/2/94. The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD + LMC 994

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.

JRSR
24-9-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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