

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

Date of writing Report *13<sup>th</sup> Feby 1895* When handed in at Local Office *18* Port of *London*  
 No. in Reg. Book. Survey held at *London* Date, First Survey *and* Last Survey *31 Jan 1895*  
*454* on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "Dunottar Castle"* Master *N. Rigby*  
 Tonnage { Gross *5465* Net *3069* Vessel built at *Glasgow* By whom *Fairfield & Co Ltd* When *1890* YEAR MONTH.  
 Registered Horse Power *1100* Engines made at *Glasgow* When *1890* Boilers, when made (Main) *1890* (Donkey)  
 No. of Main Boilers *4* Owners *D. Currie & Co.* Port *London* Voyage *South Africa*  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Thames Iron Works*  
 Steam Pressure in Main Boilers *160* (State name of Dock.) *Dry Dock*  
 in Donkey Boilers *160*

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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER.<br>* for Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>Assigned<br>how<br>many<br>years. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any). |
|--|--|--|
| * 100 A.1.<br><i>Spar Deck.</i><br><i>3.94</i>   |  | * L.M.C.<br><i>9.94</i>  |

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?

*Vessel placed in dry dock outside fastenings of sea cocks, and propeller examined, and found in order.*

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

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,94, B.M.S. 4,94 or L.M.C. 4,94, 140 lb., F.D., &c.)

*vessel as far as seen is in good condition, and is eligible in my opinion to remain as classed.*

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

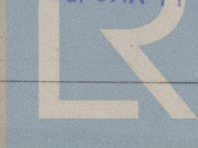
*Peter McGregor Jun.*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUES. 22 OCT 1895

TUES. 29 OCT 1895

TUES. 30 JUL 1895

TUES. 14 JAN 1896



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WON704-0337



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.

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

M.A.

14-2-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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