

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

(Received at London Office MON 16 NOV 1896)

Date of writing Report *14th Nov 96* When handed in at Local Office *16th Nov 96* Port of *London*
 No. in Reg. Book. *477* Survey held at *London* Date First Survey *26 Oct 96* Last Survey *11th Nov 1896*
 on the Machinery of the *Wood, Iron or Steel* *S.S. Dunstar Castle* Master *Reilly*
 Tonnage { Gross *5465* Net *3069* Vessel built at *Glasgow* By whom *Fairfield & Co. Ltd* When *1890* 8
 Registered { Horse Power *1000* Engines made at *"* When *90* Boilers, when made (Main) *90* (Donkey) *91*
 No. of Main Boilers *4* Owners *D. Currie & Co* Port *London* Voyage *India*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in Home* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *160 lb* *Dry Dock*
 in Donkey Boilers *160*

Last Survey No. *"* Port *"*Particulars of Examination and Repairs (if any) *P.S.*

(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?

Has the propeller shaft been drawn and examined at this time? *No.*If the Survey is not complete state what arrangements have been made for its completion? *Complete.*

Now done: Main Boilers examined in every part and found to be generally in satisfactory condition.
Donkey Boiler also examined and found to be in fair order.
Propeller stem-bush and outside fastenings of the sea connections examined in dry dock and found in good condition.

General Observations, Opinion, and Recommendation:—

(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

The machinery of this vessel is in good order and, in my opinion, eligible to remain as classed, with fresh record of P.S. 11 96.

Office or Registration Fee (per Sec. 27) £ *3 : 0 : 0*
 Survey Fee (per Section 28) £ *3 : 0 : 0*
 Less 10% £ *0 : 6 : 0*
 Special Damage Fee (per Section 28) £ *2 : 14 : 0*
 Travelling Expenses (if chargeable) £ *2 : 14 : 0*

Fees applied for

16/11/1896

Received by me,

*24/12/1896**D. Ritchie*

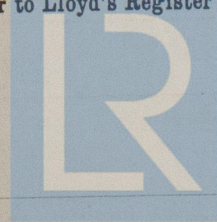
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

Assigned *P.S. 11 96*

TUES 17 NOV 1896



Lloyd's Register Foundation

LON711-0020

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 for
THE RECORD.* B.S. 11.96.

*R.8.
16/11/96.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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