

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

(Received at London Office, 14 AUG 1939)

Date of writing Report 12 Aug 1939 When handed in at Local Office 12 Aug 1939 Port of LONDON.

No. in Survey held at LONDON. Date, First Survey 9 Aug Last Survey 9 Aug 1939 (No. of Visits one)

3567 on the Machinery of the ~~Wood, Iron or Steel~~ Tw/sc M.Y. DUNVEGAN CASTLE

Age } Gross 15007 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1936-8  
Net 9174 Engines made at Belfast By whom - do - When 1936

Power 1931 Boilers, when made (Main) (Donkey) 1936

Main Boilers Owners Union Castle Mail SS Co. Owners' Address (if not already recorded in Appendix to Register Book.)  
Donkey Boilers 2. Managers Port London Voyage

Pressure in Boilers If Surveyed Afloat or in Dry Dock R.A. Dock (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 100 lb Report No. 107729 Port Lon

Particulars of Examination and Repairs (if any) C.S.

Special Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined

Has a special damage report been made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Oil Engines.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

Was a special damage report made by anyone else? If so, by whom? Not done

Were there any parts of the Boilers which could not be thus thoroughly examined?

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What was the latest date of internal examination of each boiler? Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? To 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 under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has a new shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has an old shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. C.S. See form 7E. The surveyors attention was drawn to examination of screw shaft, now due. It was stated that this should be done next year when the BOT examination becomes due.

Work done :- Starboard main engine :- Nos 2, 5 and 9 bottom ends examined and found in good condition.

General Observations, Opinion, and Recommendation: - The machinery of this vessel so far as is now seen is in good condition and eligible in my opinion to remain as classified and to have fresh record of LMC CS with date when the survey is completed.

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, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or R.L.M.C. 140 lb., F.D., &c.) CS 2, 34.

Survey Fee (per Section 20) £ 19

Special Damage or Repair Fee (if any) (per Section 20.) £

Controlling expenses (if chargeable) £

Received by me, 7. H. Sutcliffe

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute signed As now

TUE 29 AUG 1939

W383-0024

Lloyd's Register Foundation

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