

Glasgow

30<sup>th</sup> March 1899.

John W. Dimmock

Messrs Macbeth and Gray,  
the Owners, proceed on board the  
iron screw steamer "Dorset" of Glasgow  
1636 tons net, on the 21<sup>st</sup> February  
1899 while lying in the Princess Dock  
Glasgow, & on subsequent days while  
lying in the Govan Dry dock, for  
the purpose of examining, and re-  
porting upon, the damage sustained  
by the Machinery, said to have  
been caused by heavy seas and  
bad weather between & including  
the 30<sup>th</sup> and 31<sup>st</sup> days of January 1899,  
while on a voyage from Brunswick  
to Manchester.

For particulars of which see  
Log Book.

On examination found the follow-  
ing damage. 23. High pressure  
cylinder face broken, & two bolts for  
fastening same to cylinder also broken.

(1)



High pressure slide valve, brass chip on one cut off edge broken.

Main thrust block loose on sole plate and bolts loose or broken.

Several bilge suction pipes under the main engines broken.

Condenser when tested found leaky, a number of tubes having worked through the ferrules.

Ballast donkey pump lifted from place, bottom of water cylinder examined & found wasted through, the cast iron suction valve on donkey was broken when donkey was being lifted.

Feed donkey pump opened up pump casting found broken beyond repair.

All cylinders, pumps, shafting tail shaft, & boilers opened up examined & found in good order.

The covering of the main and donkey boilers washed off, by water coming through fidley, & destroyed.

Recommended the High pressure cylinder face, & the high pressure slide valve face be repaired, and the two broken bolts renewed.

The bolts to be removed from the thrust block & new bolts fitted.



and thrust block readjusted.

All the damaged bilge pipes under the main engines to be repaired & made good, the bilges & timbers in the machinery space to be cleaned.

Condenser tubes to be repacked where leaky.

Ballast donkey to be replaced & the suction valve renewed.

A new feed donkey pump to be supplied, fixed & connected to all necessary pipes.

Main engines to be closed up, tail shaft & propeller replaced, the main boilers to be recovered with composition. — A new donkey boiler has been fitted at this time. —

All the above recommendations made by me have been complied with.

J. W. Demmeck  
Surveyor to Lloyd's Register

See £3.3.0.

Less 10% Disct = £2.14.0



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