

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

No. \_\_\_\_\_ Date of Writing Report *May 14<sup>th</sup>* 188*89* Port of *London*  
No. in Reg. Book. Survey held at *London* Date, first Survey *May 1<sup>st</sup>* Last Survey *May 18<sup>th</sup>* 188*9*  
*388* on the Machinery of the *S. S. Duart Castle* Master \_\_\_\_\_ No. of Visits *2*  
Gross *1839* Net *1180* Vessel built at *Glasgow* By whom *Barclay Currie & Co* When *1878* 4  
Registered Horse Power *230* Engines made at *Glasgow* When *1878* Boilers, when made (Main) *1878* (Donkey) *1878*  
No. of Main Boilers *2* Owners *D. Currie & Co* Port *London* Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers *40* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery  
in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *100 A1. 11. 89*  
*LMC. 6. 89*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *Annual Survey*  
(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 should be separated from repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

*This vessel being in Green's Dock examined sea connections & propeller fastenings & found them in a satisfactory condition*  
*Sail end shaft down 3/8" pull in bush*

General Observations, Opinion, and Recommendation :-- *The machinery of*  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*This vessel as far as seen is in a satisfactory condition & she is eligible in my opinion to remain classed as above*

or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 188 received by me, 188
y Fee (per Section 28) .....	£	:	:	
l Damage Fee (per Section 28) .....	£	:	:	
ificate (if required) as per margin .....	£	:	:	
lling Expenses (if chargeable).....	£	:	:	

Committee's Minute *FRIDAY 17 MAY 1889* *FRIDAY 23 AUGUST 1889*  
Signed *Remain as classed* *Maurice Putson*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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  
N.A.  
16-5-49



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