

49635

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

(Received at London Office, THURS 20 JUNE 1889)

No. in Book. *382* Date of Writing Report *19 June 1889* Port of *London*
Survey held at *London* Date, first Survey *13 June* Last Survey *14 June 1889*
on the Machinery of the *ss "Dunmound Castle"* Master *Green* No. of Visits *2*
Gross *2281* Net *3705* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1881* YEAR. MONTH.
Registered Horse Power *500* Engines made at *Liverpool* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
No. of Main Boilers *3* Owners *D. Currie & Co* Port *London* Voyage *Cape Town*
Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Green* Class of Vessel & Machinery *100A1-1, 88*
in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *+ JMC-10, 87*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Condition

(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?

Tightenings of sea cocks & propellers in good order

General Observations, Opinion, and Recommendation:—

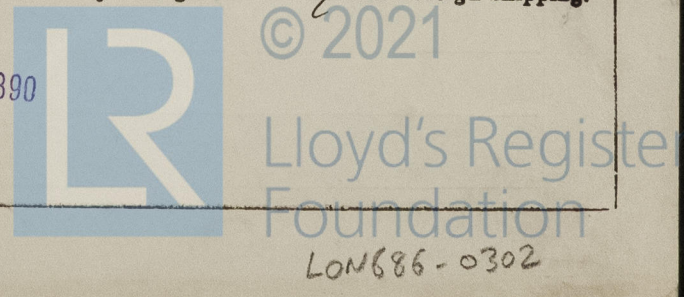
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Sound & efficient condition rendering the vessel eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage Fee (per Section 28)	£	:	:	
Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

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

Committee's Minute *TUES 8 JULY 1889* *FRIDAY 14 MARCH 1890*
Assigned *Remain as classed*



It is submitted that this
vessel is eligible to
remain as
Classed
N.A.
8-7-89.

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