

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

(Received at London Office, SAT 19 OCT 1889)

No. 141 Date of Writing Report 18.10.89 1889 Port of London  
 No. in Reg. Book. Survey held at London Date, first Survey 7 Last Survey Oct. 9 1889  
141 on the Machinery of the S.S. "Deubighshire" Master                      No. of Visits 1  
 Tonnage Gross 2538 Net 1663 Vessel built at Newcastle By whom Swan & Hunter When 1885-1  
 Registered Horse Power 300 Engines made at                      When 1885 Boilers, when made (Main) 1885 (Donkey)  
 No. of Main Boilers                      Owners Jenkins & Co. Port London Voyage                       
 Steam Pressure in Main Boilers 100 lbs.  Surveyed Afloat  in Dry Dock Victoria Albert Class of Vessel & Machinery 100 A 1.  
 in Donkey Boiler                      (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) -T.M.C. 2.85.

Last Survey No.                      Port                     

Particulars of Examination and Repairs (if any) New Thrust Shaft.

(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?

*A new thrust shaft has now been fitted.  
 This shaft was forged at the Thames Iron Works, examined when rough turned & appeared a sound forging*

General Observations, Opinion, and Recommendation:-- As far as seen this vessel

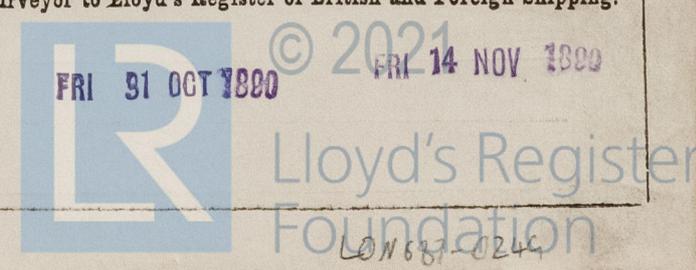
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

appears eligible 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 .....	£	:	:		
Travelling Expenses (if chargeable).....	£	:	:		
				received by me,	
				188	

*Geo. E. Milnerison*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 22 OCT 1889 TUES 22 APRIL 1890  
 Assigned + Lamb 9/89



T. & S. Form No. 2—Transfer Ink—(100, 24, 1/89). \* The surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this  
vessel is eligible to  
have + L.M.C. 9.89  
recorded.

W.D.  
21-10-89



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