

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

(Received at London Office, 1889)

No. *50057* Date of Writing Report *18 Nov* 1889 Port of *London*
 No. in Reg. Book *1* Survey held at *London* Date, first Survey *18 Nov* Last Survey *20 Nov* 1889
 Name of the Machinery of the *S.S. Dunbritton* Master *Richardson Duck* No. of Visits *2*
 Tonnage Gross *567* Net *344* Vessel built at *Middlesbrough* By whom *Richardson Duck* When *1860* YEAR. MONTH.
 Registered Horse Power *85* Engines made at *Birkenhead* When *1869* Boilers, when made (Main) *1880* (Donkey)
 No. of Main Boilers *1* Owners *J & W W C Smith* Port *Glasgow* Voyage
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock
 in Donkey Boiler (State name of Dock.) Class of Vessel & Machinery *WH 6 89*
 (As in Register Book, including date of last Boiler Survey.) *BRMS 5 89*

Last Survey No. *1* Port *London*

Particulars of Examination and Repairs (if any) *At Owner's request. Alteration of donkey pipes.*
 (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A temporary cock which had been fitted on the suction pipe leading to the forward hold has been replaced by a 3 way cock so that the forward hold can now be pumped both by the donkey and main engine pumps and a two way cock has been fitted to the donkey pump (suction) so that the sea water cannot be let into the bilge pipes.

General Observations, Opinion, and Recommendation:-- *As far as seen the machinery of this vessel is in a safe working condition & eligible in my opinion to remain as classed.*
 (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.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ 1 : 0 : 0
 Special Damage Fee (per Section 28) £ : :
 Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 received by me, *5/12 1889*

C. E. Leomeyer
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *Remain as classed*

Assigned

FRIDAY 29 NOV 1889



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LN687-0484

State if a Report is also now sent on the Ship or if not, and when, one will be sent.

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

It is submitted that this
vessel is eligible to
remain as
Classed.

N.A.

22-11-89

