

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

50057

(Received at London Office.)

No. \_\_\_\_\_ Date of Writing Report \_\_\_\_\_ 1889 Port of \_\_\_\_\_

No. in Reg. Book \_\_\_\_\_ Survey held at London Date, first Survey 18 Nov Last Survey 20 Nov 1889

Survey on the Machinery of the S.S. Dunbritton Master \_\_\_\_\_ No. of Visits 2

Tonnage { Gross 567 Net 344 Vessel built at Middlesbro By whom Richardson Duck When 1860 YEAR. MONTH. 5

Registered Horse Power 85 Engines made at Kirkenhead When 1869 Boilers, when made (Main) 1880 (Donkey)

No. of Main Boilers 1 Owners W W & Smith Port Glasgow Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 30 If Surveyed Afloat or in Dry Dock \_\_\_\_\_ Class of Vessel & Machinery 1001 6 89  
(State name of Dock.) (As in Register Book, including date of last Boiler Survey.) 13 rms 5 89

in Donkey Boiler \_\_\_\_\_

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

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A temporary cock which had been fitted on the suction pipe leading to the forward hold has been replaced by a 3 way cock so that the forward hold can now be pumped both by the donkey and main engine pumps and a two way cock has been fitted to the donkey pump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 helge pipes.

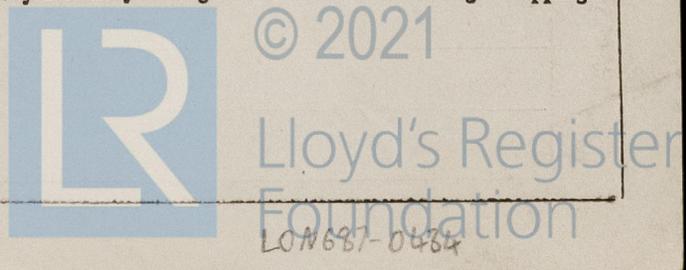
General Observations, Opinion, and Recommendation: -- As far as seen the machinery of this vessel is in a safe working condition & reliable in my opinion to remain as classed.  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's 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	} 1889
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	} 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



State if a Report is also now sent on the Ship or if not, whether, 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.

H.A.

22-11-89

