

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

9456

No. *9456* Date of Writing Report *April 11<sup>th</sup> 1890* Port of *Glasgow*  
 (Received at London Office, MON 14 APRIL 1890)  
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *April 1<sup>st</sup>* Last Survey *April 1<sup>st</sup> 1890*  
 Supply on the Machinery of the *S.S. Dunbritton (4 Sofia & Agnes)* English No. of Visits  
 Tonnage Gross *367* Net *344* Vessel built at *Middlesbro* By whom *Richardson Duck & Coy* When *1860* YEAR. MONTH. *5*  
 Registered Horse Power *85* Engines made at *Land Pros* When *1869* Boilers, when made (Main) *1880* (Donkey)  
 No. of Main Boilers *One* Owners *J & W. W. C. Smith* Port *Glasgow* Voyage  
 Steam Pressure in Main Boilers *80 lb* If Surveyed Afloat or in Dry Dock *Slipway* Class of Vessel & Machinery *100 A 7*  
 in Donkey Boiler *60 lbs* (State name of Dock.) *Kelvinhaugh* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *S.S. 923 No 36.89*  
*B4ms 5,89.*

Last Survey No. Port  
 Particulars of Examination and Repairs (if any) *Docking 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 placed on Slipway, all sea cocks and valves, examined externally, found in good order. Propellers and fastenings all in good condition.*

## 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.)

*As far as seen this vessel's machinery is in good and efficient working condition, & eligible in my opinion, to remain as classed in Register Book without new record.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

*A. Stewart*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 15 APRIL 1890*  
 Assigned *Remain as classed subject to*



ON the left of the page  
 Certificate  
 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.

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.

*No submitted that this vessel is eligible  
to remain as classed, subject to a  
value less with 90m return value  
now being fitted in Super room*

*W.A.*

*14-4-80*



© 2019

Lloyd's Register  
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.