

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

No. 9456 Date of Writing Report April 11<sup>th</sup> 1890 Port of Glasgow  
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 in on the Machinery of the S.S. Dunbritton (4 Sofia & Ag. Master English No. of Visits 1  
Tonnage Gross 367 Net 344 Vessel built at Middlesbro By whom Richardson Duck & Co. When 1860 5  
Registered Horse Power 85 Engines made at Land Bros. When 1869 Boilers, when made (Main) 1880 (Donkey)  
No. of Main Boilers 4 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.) Kilmahaugh (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               |

Committee's Minute TUES 15 APRIL 1890

Assigned Remain as classed subject to

GLS 159-0264



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.

It is submitted that this vessel is eligible  
to remain as classed, subject to a  
value less with non return value  
now  
being fitted in Super Room

W.A.

14-4-20



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.