

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

9823

(Received at London Office, WED 14 MAY 1890)

No. 9823 Date of Writing Report May 13<sup>th</sup> 1890 Port of Glasgow  
 No. in Reg. Book. 451 Survey held at Glasgow Date, first Survey and Last Survey 9<sup>th</sup> May 1890  
 on the Machinery of the S. S. Dundonald Master McDonnell No. of Visits 1  
 Tonnage { Gross 510 Net 319 Vessel built at Blyth By whom Blyth S. B. Coy Ltd. When 1885 5<sup>th</sup> YEAR. MONTH.  
 Registered Horse Power 80 Engines made at Huddersfield When 1885 Boilers, when made (Main) 1885 (Donkey) 1885  
 No. of Main Boilers ✓ Owners J. & W. W. C. Smith Port Glasgow Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 85 lbs. If Surveyed Afloat or in Dry Dock Slipway Class of Vessel & Machinery 100 A 7  
 in Donkey Boiler ✓ (State name of Dock.) Kelvinhaugh (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. LIV No 189. FLMC 2. 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, also propeller and fastenings all in order.*

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, and 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).....	£	:	:	received by me,
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute FRI 16 MAY 1890  
 Assigned as now



State if a Report is also now sent, or if not whether, and when, one

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

9823 gl

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.

A. H. L.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN