

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

(Received at London Office, 17 FEB 1890)

No. *300* Date of Writing Report *10<sup>th</sup> Jan* 18 *90* Port of *London*  
 Reg. Book. Survey held at *London* Date, first Survey *10<sup>th</sup> Jan* Last Survey *13<sup>th</sup> Jan* 18 *90*  
 on the Machinery of the *S. S. Kenarby* Master *Barclay Curle & Co* No. of Visits *10*  
 Tonnage Gross *1716* Net *1111* Vessel built at *Glasgow* By whom *Barclay Curle & Co* When *1876* Boilers, when made (Main) *1876* (Donkey)  
 Registered Horse Power *190* Engines made at *Glasgow* When *1876* Boilers, when made (Main) *1876* (Donkey)  
 No. of Main Boilers *2* Owners *W. Thomson & Co* Port *Leith* Voyage  
 Steam Pressure in Main Boilers *60* If Surveyed Afloat or in Dry Dock *Brown & Co* Class of Vessel & Machinery *100A/1.10.87*  
 in Donkey Boiler *60* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 189.*

Last Survey No. *100A/1.10.87* Port *Leith*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey and*  
 (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 *Change of Owners.*

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?

*Examined Sea-cocks & connections and found them*

*good.*

*Examined 2 main boilers, donkey boiler and their safety valves & found them good*

*The donkey boiler valves were found to blow off at 56 lbs and the starboard & port valve of the port boiler blew off at 52 lbs. The 3 other valves seem to be set to 40 lbs but this could not be ascertained with accuracy.*

*The main boiler valves will be readjusted and reset at Cardiff.*

*Examined Cylinders slide valves, pumps crank shaft and thrust shaft & found them good.*

*New Name of Vessel is *Szcar**

General Observations, Opinion, and Recommendation: *As far as seen the*  
 (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.)

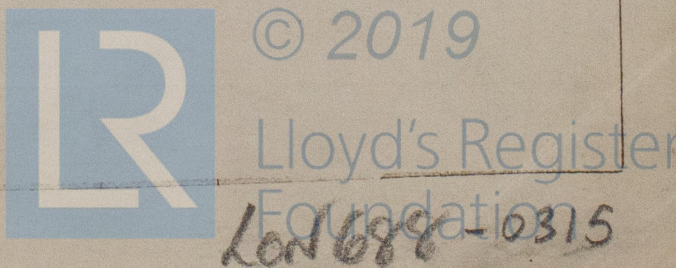
*machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification L.M.C. 2. 90 recorded subject to the valves being readjusted in Cardiff*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	<i>21.2.1890</i>
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	5	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	<i>24/2 18 90</i>

Committee's Minute *FRIDAY 21 FEB 1890*

Assigned *See Off 6148*

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





It is submitted that this vessel is  
eligible to have L.M.C. 2-90  
recorded subject to the safety  
valves being readjusted  
at Cardiff:

W.A.

20-2-90

