

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

No. **9939** Date of Writing Report **July 2nd 1890** Port of **Glasgow**
 No. in Reg. Book. **556** Survey held at **Glasgow** Date, first Survey **26th June** Last Survey **June 30th 1890**
 on the Machinery of the **S.S. "Dunington"** Master **Milne** No. of Visits **3**
 Tonnage Gross **2059** Net **1332** Vessel built at **Pt. Glasgow** By whom **B. Duncan & Co.** When **1883** YEAR. MONTH. **3**
 Registered Horse Power **200** Engines made at **Glasgow** When **1883** Boilers, when made (Main) **1883**, (Donkey) **1888**
 No. of Main Boilers **One** Owners **Raeburn & Vorel** Port **Glasgow** Voyage **100 A 7**
 Steam Pressure in Main Boilers **85 lb.** If Surveyed Afloat or in Dry Dock **Afloat** Class of Vessel & Machinery **S.S. 925. No. 187**
 in Donkey Boiler **70 lb.** (State name of Dock.) **Queens Dock.** (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) **LMC 7.87**

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) **Annual 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? **Yes**
 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? _____

Main Boiler opened out, and examined over all parts, and found in very good condition, safety valves and all boiler mountings overhauled, and put in good working condition.
D. Boiler opened out and examined over all parts and found in good order. Safety valves and boiler mountings all examined and put in good working order.
Steam raised in Main & Donkey Boilers and safety valves adjusted to safe working pressures

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 with the additional notation **B. S. 7. 90**

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 1 : 10..	2/4 1890
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me, 2/4 1890
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute **FRI 4 JULY 1890**
 Assigned **B S 190**
 Lloyd's Register Foundation
 GLS160-015

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—6000, 9/12/89. * Certificate to be sent to (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

9939.95.
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
have B.S. 6.90 recorded
W.A.
3.7.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.