

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

4936

(Received at London Office.)

JULY 1890

No. 9939 Date of Writing Report July 2<sup>nd</sup> 1890 Port of Glasgow  
 No. in Reg. Book. 556 Survey held at Glasgow Date, first Survey 26<sup>th</sup> June Last Survey June 30<sup>th</sup> 1890  
 on the Machinery of the S.S. "Dunington" Master Milne No. of Visits 3  
 Tonnage } Gross 2059 Vessel built at Pt. Glasgow By whom B. Duncan & Coy. When 1883 YEAR. MONTH. 3  
 Net 1332 Engines made at Glasgow When 1883 Boilers, when made (Main) 1883, (Donkey) 1888  
 Registered Horse Power } 200 Owners Raeburn & Voeck Port Glasgow Voyage  
 No. of Main Boilers One If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery 100 A 7  
 Steam Pressure in Main Boilers 85 lb. (State name of Dock.) Queens Dock. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. 925. No 187  
 in Donkey Boiler 70 lb. 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 <u>2/4</u> 1890 received by me, <u>2/4</u> 1890
Survey Fee (per Section 28).....	£ 1 : 10:..	
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute FRI 4 JULY 1890  
 Assigned B.S. 7.90

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. 96.  
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  
need is likely to  
have B.S. 6.90 recorded  
W.A.  
3.7.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.