

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

No. 4996

No. in Reg. Book. Survey held at

Port of Glasgow

(Received at London Office,

Date of Writing Report

MONDAY 6 JUNE 1887

Date, first Survey 25th May Last Survey 30th May 1884.

841 on the Machinery of the

S S Clan Ranald

(No. of Vessels 3)

Tons, Net 1339 Gross 2068

If Surveyed Afloat or in Dry Dock Henderson Dock Vessel built at Dumbarton in 1878 Engines made in 1878.

No. of Main Boilers Two Made in 1878 Donkey Boiler made in 1878 Working Pressure, Main Boilers 80 lbs.;

Working Pressure, Donkey Boiler lbs.; Owners Baynes Irvine & Co Port Glasgow

Last Survey No. Port Class of Vessel and Machinery 100A. 4-86

(As in Register Book).

L.M.C. 4-86. B.S. 5-85

Particulars of Repairs and Examination

(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? Main boiler only.

If this was not done, state for what reasons? Donkey boiler under steam.

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? ✓

The engines & main boilers of this vessel opened out for survey and there were examined the High Pressure cylinder & slide valve, crankshaft, all pumps, also the main boilers and safety valves.

When the vessel was in Dry Dock the sea cocks & valves, propeller & fastenings all examined.

The crankshaft of Aft engine was found to have a longitudinal flaw in Aft main bearing, this does not appear to be a new defect nor to have extended since last examined. There are two longitudinal flaws in the crank pin of this shaft, they were marked at last examination and have extended the length of pin & into the fillet. These defects are not of immediate importance. There is a spare shaft on board and it has been prepared for use in case of need.

The Owners have been recommended to replace the shaft with the spare at the end of this voyage, which it is expected will be in about six months.

The Low pressure cylinder & valve were overhauled on the homeward voyage & therefore not opened at this time.

The donkey boiler was examined under steam only and as far as could be ascertained is in good condition. The Feed & Bilge pumps were removed.

General Observations, Opinion, and Recommendation:— Workshop & thoroughly overhauled.

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey.)

I am of opinion the machinery of this vessel is now in safe working condition and eligible to be classed L.M.C. 5-87 in the Register Book. Subject to the Aft crankshaft being again examined by one of the Society's surveyors in six months from this date.

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 2 : 2 :
Special Damage Fee (per Section 28) £ : :
Certificate (if required) as per margin £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for

11/6 1884

Received by me,

3/6 1884

Walter E. Robson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

S. M. 5, 87

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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 the notification Lmb 5.87 recorded subject to the after crank shaft being examined in 6 months.

D.F.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF THIS SIDE OF THE FORM.



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