

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

No. 8394 Date of Writing Report 4<sup>th</sup> March 1888 Port of Glasgow  
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 3<sup>rd</sup> Feb<sup>y</sup> Last Survey 5<sup>th</sup> March 1888  
 956. on the Machinery of the S. S. Clydesdale. Master Tons 608 Net 972 Gross  
 If Surveyed Afloat & in Dry Dock Kelvinhaugh Vessel built at Pt Glasgow in 1881 Engines made in 1881  
 N.H.P. 100. No. of Main Boilers 1 Made in 1881 Donkey Boiler made in 1881 Working Pressure, Main Boilers 85 lbs.;  
 Working Pressure, Donkey Boiler 40 lbs.; Owners R. MacKillop & Coy Port Glasgow  
 Last Survey No. Port Class of Vessel and Machinery 100 A1. 7. 87.  
 (As in Register Book).

## 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? *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? *✓*

*In order to carry out some large repairs to the hull the stern tube and propeller shaft have been removed, examined and afterwards properly re-fitted and secured. All sea connections overhauled and examined.*

*All parts of engines opened up and an examination found to be in good order.*

*Main boiler examined throughout and found in fairly good order. A patch has been fitted on front of boiler in way of feed check valve flange, the plating being somewhat corroded at this part. Leaky parts of combustion chamber and shell landing caulked.*

*Donkey boiler cleaned out and on examination found in good order.*

*Safety valves adjusted under steam.*

## 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.)

*The above mentioned vessel's machinery is now in my opinion in a good and efficient working order and eligible to be noted in the Register Book: T.L.M.C. 3. 88.*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 3 : 3 :  
 Special Damage, Fee (per Section 28) £ : :  
 Certificate (if required) as per margin £ : 2 : 6  
 Travelling Expenses (if chargeable) £ : :  
 Fees applied for 4/3 1888  
 Received by me, 8/3 1888

*John Sanderson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 9 MARCH 1888

Assigned *+ L.M.C. 3/88*



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 int. or cause it to show through to the other side.

It is submitted that this  
vessel should have  
+ Lmc 3.88 recorded.

8394 Gls

9.3.88



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Foundation

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TESTED NOT TO WRITE ACROSS THIS MAP

OF THE SURV