

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

(Received at London Office,

FRIDAY 9 MARCH 1888

No. *8394* Date of Writing Report *4th March 1888* Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *5th July* Last Survey *5th March 1888*
 (No. of Visits *9*)
956 on the Machinery of the *S. S. Clydesdale* Master _____ Tons *608* Net *972* Gross
 If Surveyed Afloat in Dry Dock *Kilwinhaugh* Vessel built at *Port Glasgow* in 1881 Engines made in 1881
 (State name of Dock.)
 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. Mackill & Coy* Port *Glasgow*
 Last Survey No. _____ Port _____ Class of Vessel and Machinery *100 A. 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.)

+ L.M.C. 8.86.

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 vessels machinery is now in my opinion in a good and efficient working order and eligible to be noted in the Register Book: + L.M.C. 3.88.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 25).....	£	3	3	<i>4/31 1888</i>
Special Damage, Fee (per Section 28).....	£	:	:	
•Certificate (if required) as per margin.....	£	✓	2	6
Travelling Expenses (if chargeable).....	£	:	:	

Received by me, *8/31 1888*

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

Committee's Minute *FRIDAY 9 MARCH 1888*

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

Glasgow.
 Lloyd's Register
 Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

T. 23. Form No. 1-1888

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
need should have
+ Enc 3.88 recorded.

MA
9.3.88



© 2019

Lloyd's Register
Foundation

UPPER PART OF THIS SIDE OF THE FORM.

PLEASE NOT TO WRITE ACROSS THIS MARGIN

OF THE SURV