

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

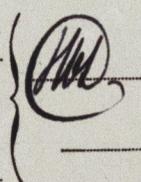
No. 8418 Date of Writing Report August 13<sup>th</sup> 1888 Port of Glasgow (Received at London Office, WEDNES. 15 AUGUST 1888)  
 No. in Reg. Book. 809 Survey held at Glasgow Date, first Survey 2<sup>nd</sup> August Last Survey 10<sup>th</sup> August 1888  
809 on the Machinery of the "S.S. Clan Ranald" Master G. Miller Tons 1339 Net 2068 Gross  
 If Surveyed Afloat or in Dry Dock Henderson Dock Vessel built at Dumbarton in 1878 Engines made in 1878  
 N.H.P. 280 No. of Main Boilers 4 Made in 1878 Donkey Boiler made in 1887 Working Pressure, Main Boilers 80 lbs.;  
 Working Pressure, Donkey Boiler 80 lbs.; Owners Bayne Irvine & Co Port Glasgow  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 100A.1 11-87.55 Cl. N<sup>o</sup> 1-86  
 (As in Register Book.) L.M.C. 5-87.

Particulars of Repairs and Examination Annual  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

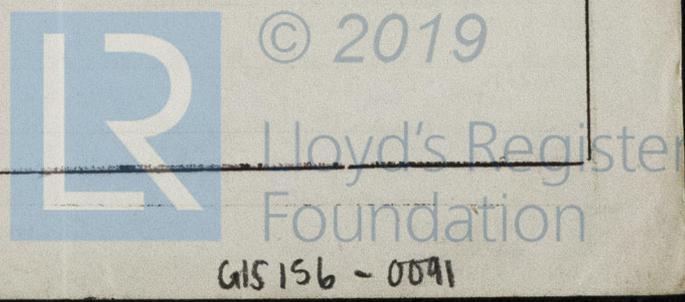
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.  
 Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? 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? ✓

The engines & boilers of this vessel opened out for survey and there were examined the cylinders, pistons, slide valves, crankshaft, pumps and connections, also the main & donkey boilers, safety valves and other mountings. When the vessel was in Dry Dock the sea cocks & valves, propeller & fastenings were all examined.  
 The old plans in crankshaft (see Glasgow Report N<sup>o</sup> 7996, May 1887) do not appear to have extended since last sent.  
 Except a few rivets in one flange seam of a furnace there were no repairs. The slight bulging of back combustion plate is the same as when last examined.  
 Steam raised in boilers and safety valves adjusted.

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.)  
I am of opinion the machinery of this vessel is in safe working condition and eligible to be classed L.M.C. 8-88 in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>14/8</u> 1888 Received by me, <u>14/8</u> 1888	
Survey Fee (per Section 28).....	£ 2 : 2 :		
Special Damage, Fee (per Section 28).....	£ : :		
Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : :	Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.	

Committee's Minute FRIDAY 17 AUGUST 1888  
 Assigned L.M.C. 8/88  
Subject &c



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

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.

8718 glo

It is submitted that this vessel is eligible to have LMC 8.88 recorded

MAH  
14.8.88.

It is submitted that the Limit on the Coal Receipts should be extended to twelve months from present date.

MAH  
20.8.88.



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