

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

No. *8418* Date of Writing Report *August 13th 1888* Port of *Glasgow* (Received at London Office, *WEDNES. 15 AUGUST 1888*)
 No. in Reg. Book. *809* Survey held at *Glasgow* Date, first Survey *2nd August* Last Survey *10th August 1888*
 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 *100 A. 1 11-87 ss. 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.)

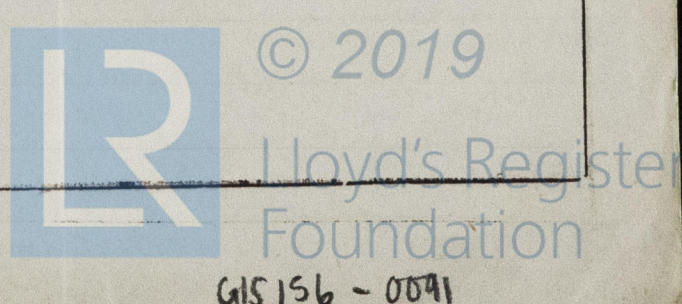
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.
 Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), } *Yes*
 and make a thorough examination at this time? }
 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^o 7996, May 1887) do not appear to have extended since last seen.
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 <i>14/8 1888</i> <i>14/8 1888</i>	<i>Walter E. Robson</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ <i>2</i> : <i>2</i> :		
Special Damage, Fee (per Section 28).....	£ : :		
Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

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



8718 glo

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

14.8.88.

It is submitted that the
Limit on the Coasting Rights
should be extended to
include motor boats from
present date.

14.8.88.

20.8.88.



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