

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

No. 8453 Date of Writing Report 1st Sept^r 1888 Port of Glasgow
 No. in Survey held at Glasgow Date, first Survey 25th Aug^r Last Survey 1st Sept^r 1888
 Reg. Book. 799 on the Machinery of the S. S. Clan Mackenzie Master Beer Tons 1930 Net 2754 Gross
 If Surveyed Afloat ☒ in Dry Dock Govan Vessel built at Leith in 1882 Engines made in 1882
 N.H.P. 400 No. of Main Boilers 2 Made in 1882 Donkey Boiler made in 1882 Working Pressure, Main Boilers 85 lbs.;
 Working Pressure, Donkey Boiler 80 lbs.; Owners Bayzer, Irvine & Co. Port Glasgow
 Last Survey No. _____ Port _____ Class of Vessel and Machinery 100 A 1.5.88.
 (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? ✓

When this vessel was in dry dock all the sea cocks and chests were overhauled and along with the propeller and fastenings found in good order.

All parts of engines opened up, working parts adjusted, everything examined and found in good order.

The Main boilers have been examined throughout and along with all mountings found in good order. The safety valves have been taken to pieces, overhauled and afterwards screwed up to old marks.

Donkey boiler and mountings examined and found in good order.

General Observations, Opinion, and Recommendation:— *The above mentioned*

(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.)

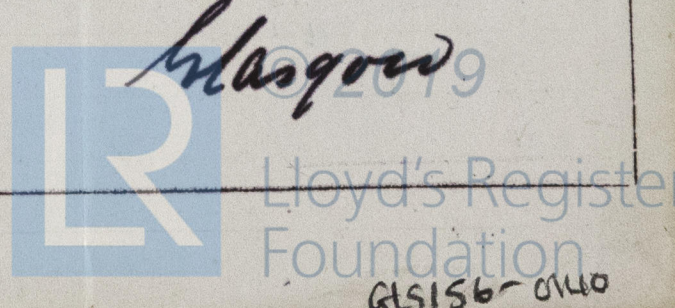
vessel's machinery is now in my opinion in a good and efficient working condition and eligible to be noted in the Register Book: + L.M.C. 9.88.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 3 : 3 :
 Special Damage Fee (per Section 29) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for
 3/9/ 1888
 received by me,
 3/9/ 1888

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

Committee's Minute FRIDAY 7 SEPT 1888

Assigned + L.M.C. 9.88



GL5156-0140

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

No. 8433
Date of Survey held at Glasgow
Date, first Survey 23. July 1882
Port of Glasgow
Name of Vessel Glasgow
Class of Vessel and Machinery 100 A 1.2.88.
Working Pressure, Donkey Boiler 80 lbs.; Owners
No. of Main Boilers 2 Made in 1882 Donkey Boiler made in 1882
No. of Main Boilers 2 Made in 1882 Donkey Boiler made in 1882
Vessel built at Glasgow
Engines made in 1882
Tonnage 1300
Master J. J. Mackenzie
Last Survey No. 8433

Particulars of Repairs and Examination

Repairs on account of damage should be separated from repairs due to other causes. State also the date and initials of any other surveying this case.
(State clearly the nature of repairs if any, and, in detail, the nature and extent of examinations and subsequent repairs.)
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? No
And what parts of the Boilers could not be thus thoroughly examined? No
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? No

When this vessel was in dry dock at the Berwick and Chas. was overhauled and along with the propeller and fastenings found in good order.
All parts of engines opened up, working parts adjusted, overhauled and found in good order.
The main engine has been overhauled and along with the mounting found in good order. The safety valves have been taken to pieces, overhauled and afterwards screwed up to old pressure.
Donkey boiler and mounting examined and found in good order.

General Observations, Opinion, and Recommendation: — The above vessel is in good condition and is fit to receive cargo.

Surveyor's Certificate: — The above vessel is in good condition and is fit to receive cargo.

Surveyor's Signature: J. J. Mackenzie
Date: 24/7/1882
Tonnage: 1300
Class of Vessel: 100 A 1.2.88.
Working Pressure: 80 lbs.
No. of Main Boilers: 2
No. of Donkey Boilers: 1
Vessel built at: Glasgow
Engines made in: 1882
Tonnage: 1300
Master: J. J. Mackenzie
Last Survey No.: 8433