

9268

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

No. 9268 Date of Writing Report 2nd July 1889 Port of Glasgow (Received at London Office, SAT 6 JULY 1889)
 No. in Reg. Book 809 Survey held at Glasgow Date, first Survey 22nd June Last Survey 1889
 on the Machinery of the "S.S. Clan Ronald" Master G. Miller No. of Visits one
 Tonnage Gross 2068 Net 1339 Vessel built at Dumbarton By whom A. McMillan & Son When 1878 YEAR MONTH 12
 Registered Horse Power 280 Engines made at Glasgow When 1878 Boilers, when made (Main) 1878 (Donkey) 1878
 No. of Main Boilers two Owners Messrs Cayser Irvine & Co Port Glasgow Voyage Cape Town
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Meadowside Class of Vessel & Machinery 100 A1
 in Donkey Boiler 80 lbs (State name of Dock.) dry dock (as in Register Book.) LMC 8, 88

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking & Crank shaft

(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? No

If this was not done, state for what reasons? not prepared

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? ✓

While this vessel was in dry dock the sea valves were overhauled & propeller seen. The cylinders pistons, pumps & slide valves were all inspected. The Crank shaft & shafting examined, there are two flaws in the after crank pin running along fore & aft they do not appear to have extended since last seen. There is a spare crank on board. This vessel is to be fitted with new boilers at the end of this voyage.

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 machinery of this vessel as far as seen appears in efficient working order, & in my opinion is eligible to remain as at present entered in Register without new record.

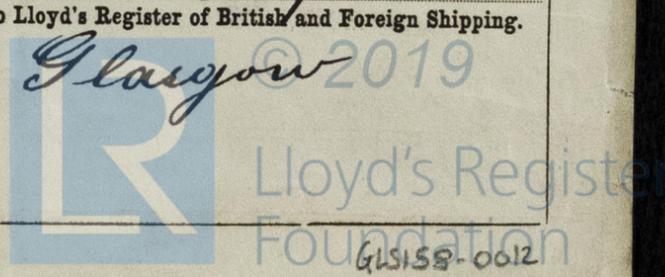
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 25).....	£	:	:	188
Special Damage, Fee (per Section 28).....	£	:	:	
Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	✓	:	188

Charles Cooper
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 8 JULY 1889

TUES 16 SEPT 1889

Assigned Remain as classed



Form No. 9 - Transfer - 5000, 44/88
 (The Surveyors are requested not to write on or below the line)

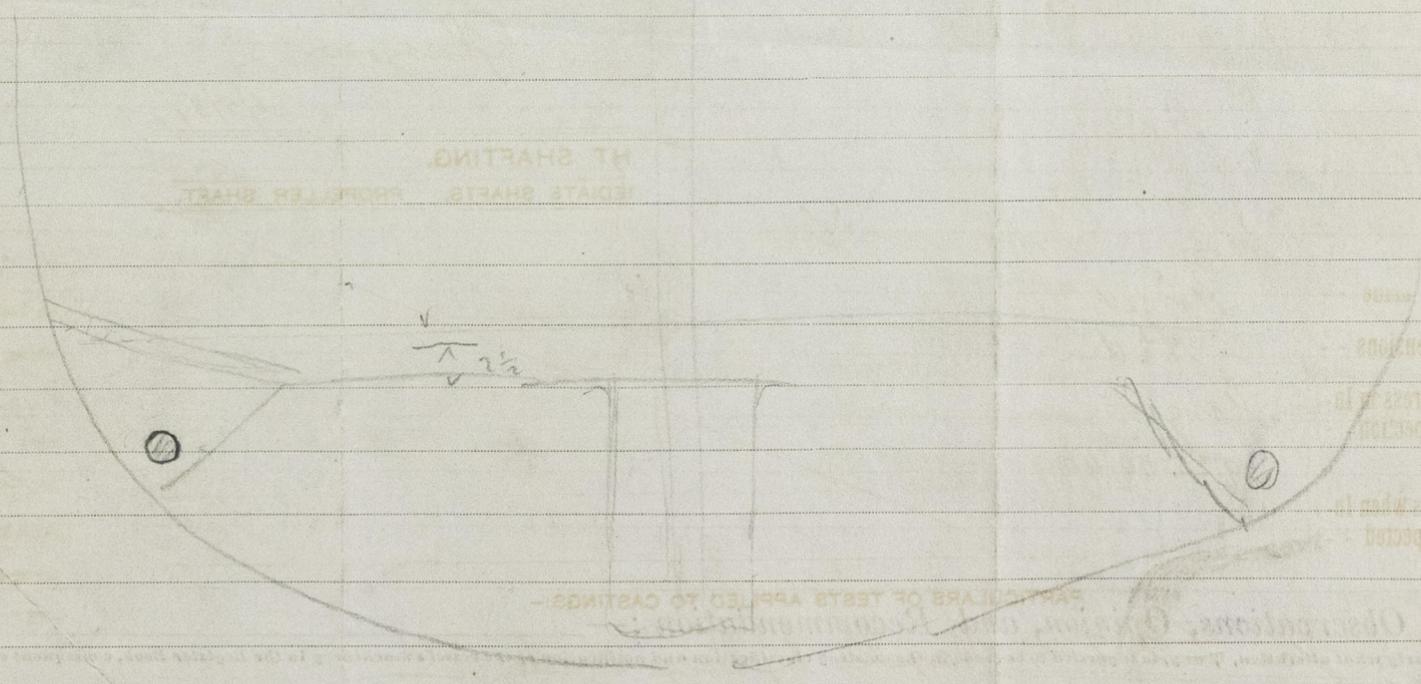
Insert Character of Ship and Machinery precisely as in the Register Book.

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.

9268 gls

It is submitted that this vessel is eligible to remain as classed

M.H.
8.7.89



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation