

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

No. *9268* Date of Writing Report *2nd July* 188*9* Port of *Glasgow*
No. in Reg. Book. *809* Survey held at *Glasgow* Date, first Survey *22nd June* Last Survey *1889*
on the Machinery of the *H. 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* 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 Baynes 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.

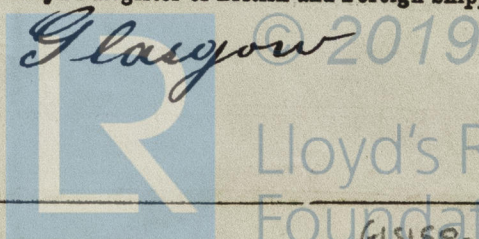
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	188
Special Damage, Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	✓	:	188

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

Committee's Minute *TUES 9 JULY 1889*

TUES 16 SEPT 1889

Assigned *Remain as classed*

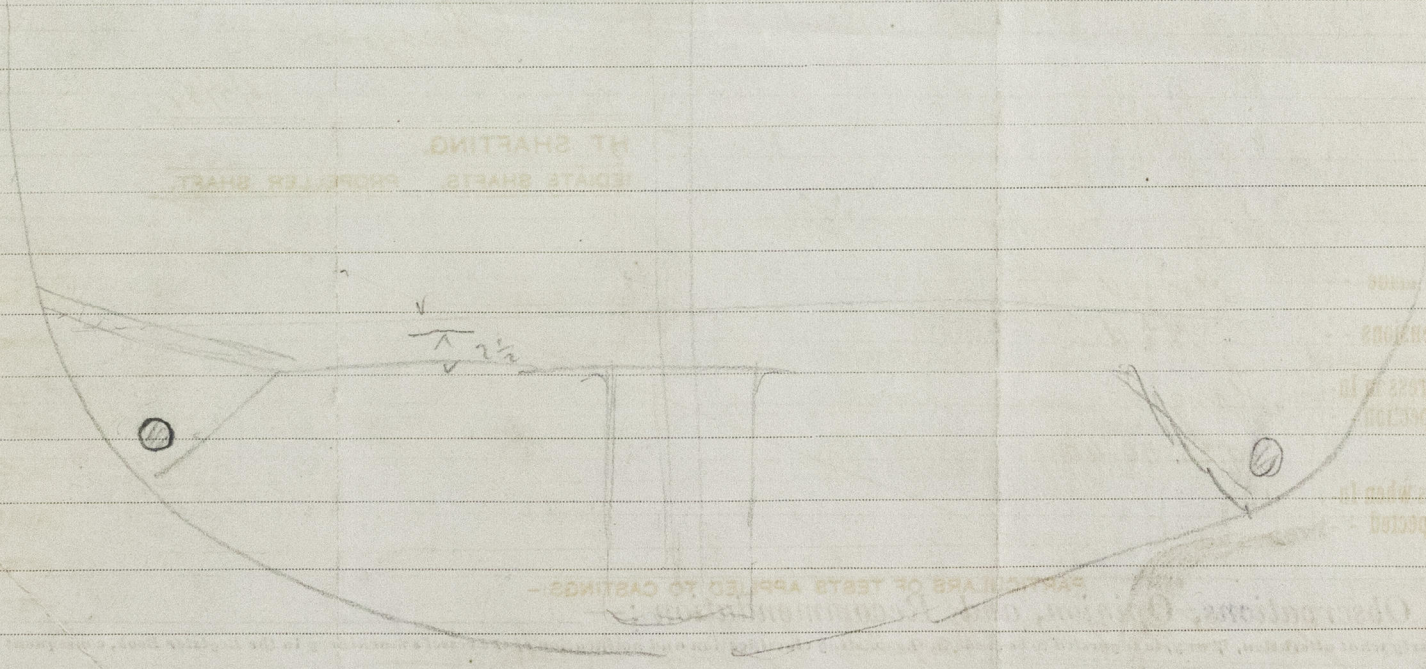


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9268 gls.
It is submitted that this vessel
is eligible to remain as classed

M.H.
8.7.89



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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