

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

(Received at London Office, THURSDAY 8 AUGUST 1889)

No. 9314 Date of Writing Report Aug. 6<sup>th</sup> 1889 Port of Glasgow  
 No. in Reg. Book 794 Survey held at Glasgow Date, first Survey July 31<sup>st</sup> Last Survey Aug. 3. 1889  
 on the Machinery of the S. S. Clan Mackenzie Master McNeill No. of Visits 2  
 Tonnage Gross 2954 Net 1930 Vessel built at Leith By whom Ramage & Ferguson When 1882 YEAR. MONTH.  
 Registered Horse Power 400 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882  
 No. of Main Boilers two Owners Cayzer, Irvine & Co Port Glasgow Voyage Calcutta  
 Steam Pressure in Main Boilers 85 lbs If Surveyed Afloat or in Dry Dock Govan Dry Dock Class of Vessel & Machinery 100 A. 1  
 in Donkey Boiler 80 lbs (State name of Dock.) + Queens Dock (As in Register Book, including date of last Boiler survey.) + L.M.C. 988

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Annual Boiler Survey.

(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 valves were overhauled & put in good condition. The propeller nut was tightened up and new stopper put in. All parts of the machinery were opened up, and examined, and were found to be in very good order.

The main Boilers were examined throughout, all boiler mountings overhauled, & put in good order. The safety valves taken adrift, steam raised in M. Boilers and safety valves adjusted to working pressure.

D. Boiler examined and found in good order, all boiler mountings examined and found in good order. Steam raised in boiler and safety valve adjusted to working pressure.

General Observations, Opinion, and Recommendation:— The above vessel's machinery is now in my opinion eligible to be noted in the Register Book. + L.M.C. 889.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 1 : 10 : :	<u>6/8 1889</u>
Special Damage Fee (per Section 28).....	£ : :	} <u>(Signature)</u>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	
		Received by me, <u>7/8 1889</u>

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

Committee's Minute FRIDAY 9 AUGUST 1889  
 Assigned + L.M.C. 889



