

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

No. *9314* Date of Writing Report *Aug. 6th 1889* Port of *Glasgow*
 Reg. Book. Survey held at *Glasgow* Date, first Survey *July 31st* Last Survey *Aug. 3. 1889*
794 on the Machinery of the *S. S. Clan Mackenzie* Master *McConnell* 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 lb.* If Surveyed Afloat or in Dry Dock *Govan Dry Dock* Class of Vessel & Machinery *100 A. 1*
 in Donkey Boiler *80 lb.* (State name of Dock.) *Queen's Dock* (As in Register Book, including date of last Boiler survey.) *+ L.M.C. 889*

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*

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

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)..... £ : :
 Survey Fee (per Section 28)..... £ *1 : 10.*
 Special Damage Fee (per Section 28)..... £ : :
 *Certificate (if required) as per margin..... £ : :
 Travelling Expenses (if chargeable)..... £ : :
 Fees applied for *6/8 1889*
 Received by me, *7/8 1889*

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

Committee's Minute *FRIDAY 9 AUGUST 1889*

Assigned *+ L.M.C. 889*

Glasgow.
 Lloyd's Register Foundation

731762
 It is submitted that this
 vessel is eligible to
 have + L.M.C. 8 89
 recorded.
 W.A.
 8-8-89

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.

[Faint, mostly illegible text from the reverse side of the page is visible through the paper.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

