

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

No. **9540** Date of Writing Report **16/12** 1889 Port of **Glasgow**
 Reg. Book. **801** Survey held at **Glasgow** Date, first Survey **4th Dec** Last Survey **14th Dec 1889**
 on the Machinery of the **S.S. Clan Monroe** Master **Wilson** No. of Visits **4**
 Connage (Gross **2197** Net **1437**) Vessel built at **Sunduland** By whom **B. & M. & Co.** When **1881** Boilers, when made (Main) **1881** (Donkey) **1882**
 Registered Horse Power **300** Engines made at **Newcastle** Owners **Cayzer, Irvine & Co.** Port **Glasgow** Voyage **East**
 No. of Main Boilers **2** If Surveyed Afloat in Dry Dock **Medowside** Class of Vessel & Machinery **100 A 1**
 Steam Pressure in Main Boilers **90 lbs.** in Donkey Boiler **60 lbs.** (State name of Dock.)
 Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) **F.L.M.C. 8.88**
 (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? _____
 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? _____

This vessel has been placed in drydock at which time all the sea connections were examined and along with the propeller & fastenings found in good order.

Main and donkey boilers examined throughout and found in good order. All mountings examined including steam domes and found in good condition. Steam raised and safety valves adjusted to working pressures.

All parts of engines opened up and on examination found in good order.

General Observations, Opinion, and Recommendation:— The above mentioned engines & boilers are now in our opinion in good working order and eligible to the notation of: **+ L.M.C. 12.89**

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ **2 2** : :
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for **19/12/1889**
 Received by me, **19/12/1889**

John Sanderson James Morrison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES 24 DEC 1889** **FRIDAY 18 APRIL 1890** **FRI 20 SEPT 1890** **TUES 24 MAR 1891** **TUES 12 JAN 1892**
 Assigned **+ L.M.C. 12/89** **Glasgow** **FRI 30 SEP 1892** **TUES 26 JAN 1892**

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.

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It is submitted that this
vessel is eligible to
have + L.M.C. 12-89
recorded.
W.D.
20-12-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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