

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

(Received at London Office, FRIDAY 28 MARCH 1890)

No. *9424* Date of Writing Report *March 27<sup>th</sup> 1890* Port of *Glasgow*  
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey and Last Survey *27<sup>th</sup> March 1889*  
*891* on the Machinery of the *S.S. Clydesdale* Master *J. Sim* No. of Visits *(One)*  
 Tonnage } Gross *972* Vessel built at *Pt. Glasgow* By whom *Blackwood & Gordon* When *1881 10*  
 } Net *608*  
 Registered Horse Power } *100* Engines made at *Pt. Glasgow* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*  
 No. of Main Boilers *One* Owners *R. Mackull & Coy* Port *Glasgow* Voyage  
 Steam Pressure— in Main Boilers *85 lbs* If Surveyed Afloat or in Dry Dock *Slipway* Class of Vessel & Machinery *100 A 7*  
 in Donkey Boiler *40 lbs* (State name of Dock.) *Kelvinhaugh* (As in Register Book, including date of last Boiler Survey.) *S.S. No 3 288.*

Last Survey No. Port *LMC 3, 88*  
*BS 7, 89.*

## Particulars of Examination and Repairs (if any) *Docking 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?

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?

*This vessel placed on Slipway, all sea cocks and valves examined externally, and found in good order.  
 Propeller found slack on shaft, which has now been properly fitted and secured.*

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

*As far as seen the vessel's machinery is in good and efficient working condition and eligible in my opinion to remain as classed in Register Book without fresh 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

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

Committee's Minute *TUES 1 APRIL 1890*

Assigned *Remain as classed*



GLS159-0219

State, if any, the name of the vessel, and the name of the Surveyor, and the date of the survey.

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

9724 Gb

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.

*It is submitted that this  
word is eligible to  
remain as  
Classed.  
W.A.  
28.3.90*



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