

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

No. **9915** Date of Writing Report **June 21st 1890** Port of **Glasgow**
No. in Reg. Book **232** Survey held at **Glasgow** Date, first Survey **11th June** Last Survey **18th June 1890**
on the Machinery of the **S. S. Klyde** Master **Anderson** No. of Visits **4**
Tonnage Gross **1573** Net **1022** Vessel built at **Newcastle** By whom **C. S. Swan & Hunter** When **1882** Boilers, when made (Main) **1882** (Donkey) **1882**
Registered Horse Power **150** Engines made at **Newcastle** Owners **Klyde S.S. Coy of Glasgow (Ld) W. Jackson & Co Glasgow** Voyage **100 A 7 10, 89.**
No. of Main Boilers **Two** If Surveyed Afloat or in Dry Dock **Afloat & Dry Dock** Class of Vessel & Machinery **S.S. Lon. No. 2, 89.**
Steam Pressure in Main Boilers **80 lbs** (State name of Dock.) **River & Govan Dock** of last Boiler Survey **LMC 5, 89.**
in Donkey Boiler **60 lbs** Last Survey No. **Port**

Particulars of Examination and Repairs (if any) **Annual 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?

This vessel placed in Dry Dock, all sea cocks and valves examined externally and found in good order.

Propellor and fastenings all in order.

Main Boilers opened out, cleaned and sealed and on examination found 4 screw stays in S. Boiler, S. combustion chamber back, leaking which have been taken out and renewed, also 2 screw stays in P. combustion chamber renewed. P. Boiler, S. combustion chamber, 3 screw stays fitted in back of chamber, a few leaks in bottom of shells, which have been all thoroughly caulked.

D. Boiler opened out, on examination found corrosion going on in shell plates of steam space, which have been thoroughly sealed, cleaned and cemented.

Safety valves and all boiler mountings of Main & Donkey boilers all examined.

Steam raised in Main & Donkey Boilers and safety valves adjusted to safe working pressures.

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 this vessel's machinery is in good and efficient working condition, and eligible in my opinion to remain as classed in Register Book with the additional notation **BS 6, 90.**

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	:	19/6 1890
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	received by me, 29/6 1890

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

Committee's Minute

FRI 27 JUNE 1890

Assigned

BS 6/90

9915.96

It is submitted that this

vessel is eligible to

have B.S. 6.90.

recorded.

W.A.

24-6-90

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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