

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

9915

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

(Received at London Office, TUES 24 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 When 1882
 No. of Main Boilers Two Owners Klyde S.S. Coy of Glasgow (Lime) W. Jackson Port Glasgow Voyage
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Afloat + Dry Dock
 in Donkey Boiler 60 lbs (State name of Dock.) Ross & Govan Dock Class of Vessel & Machinery 100 A 7, 10, 89. S.S. Lon. No. 2, 89. L.M.C. 5, 89.

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 vessels 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).....	£ : :	} received by me, 20/6 1890
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute FRI 27 JUNE 1890
 Assigned AS 6/90

T. & S. Form No. 9—Transfer Ink—6000, 9/12/89. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



GLS160-0095

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.