

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

10053

No. 10053 (Received at London Office.)
 Date of Writing Report 18 Port of Glasgow 14 AUGUST 1890
 No. in Reg. Book. Survey held at Glasgow Date, first Survey Aug 4 Last Survey Aug 9th 1890
 663 on the Machinery of the S.S. Clan Mackenzie Master Wilson No. of Visits 6
 Tonnage Gross 2954 Net 1930 Vessel built at Leith By whom Ramsay & Ferguson When 1882 4
 Registered Horse Power 400 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882
 No. of Main Boilers 2 Owners Cairnes & Dowie & Co. Port Glasgow Voyage Calcutta
 Steam Pressure in Main Boilers 85 lbs If Surveyed Afloat or in Dry Dock Govan Dry Dock Class of Vessel & Machinery +100A1
 in Donkey Boiler 80 lbs (State name of Dock.) + Queens Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + L.M.C. 8.89
 Last Survey No. Port S.S. No. 1. 86

Particulars of Examination and Repairs (if any) No 2 Special 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?

Cylinders, Valves, Pumps & all parts of machinery opened & examined, overhauled & put in good order. New after Crank Shaft-fitted. Whilst in dry dock all sea cocks & connections were examined & found in good order. Propeller shaft drawn & new shaft-fitted, also, new blade fitted on propeller. The Main Boilers were examined throughout all boiler mountings examined & put in good order. The Safety Valves were examined. Steam was raised in Main Boilers & Safety Valves adjusted to safe working pressure. Donkey Boiler examined internally & externally, also all mountings including Safety Valves & found in good order. Steam was raised in Donkey Boiler & Safety Valves adjusted to safe working pressure.

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.)

The machinery of abovenamed vessel is now in my opinion, in a good & efficient condition, & eligible to remain as classed in Register Book, with the additional notation 8.90

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	5	10	13/8 1890
Special Damage Fee (per Section 28)	£	:	:	received by me, 13/8 1890
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

Alex^r Kidd
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute 15 AUGUST 1890 TUES 9 DEC 1890 FRI 10 APR 1891 FRI 21 AUG 1891 FRI 22 APR 1892 TUES 26 APR
 Assigned + L.M.C. 8.90

T. & S. Form No. 1-1 (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

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 the
need is eligible to
have + L.M.C. 8 90
recorded.
W.A.
14 8 90
1005396*



© 2019
Lloyd's Register
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MAP