

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

No. 10330 Date of Writing Report 28th Nov. 1890 Port of Glasgow (Received at London Office, MON. 1 DEC 1890)

No. in Reg. Book. 63 Survey held at Glasgow Date, first Survey 20th Nov^r Last Survey 24th Nov^r 1890

on the Machinery of the S.S. Jane Clark Master L. J. Taylor No. of Visits 3

Tonnage Gross 838 Net 532 Vessel built at Belfast By whom Wothman Clark When 1883. 6

Registered Horse Power 96 Engines made at Belfast When 83 Boilers, when made (Main) 83 (Donkey) 83

No. of Main Boilers 800 Owners Clark & Service Port Glasgow Voyage Valencia

Steam Pressure in Main Boilers 50 lb If Surveyed Afloat or in Dry Dock Porthouse S.S. No. P. 88

in Donkey Boiler Class of Vessel & Machinery 100 A 1 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) 11.89.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual. + L.M.C. 2.88. B.S. 10.89

(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? ✓

When the vessel was on shipway all the sea connections were examined and found in order. Propeller and fastenings in good condition.

Main and donkey boilers opened up and along with their mountings examined and found in good order.

Safety valves adjusted under steam to working pressures.

General Observations, Opinion, and Recommendation:— This vessel's machinery is in my opinion eligible to remain as classed with the notation: B.S. 11.90.

(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.)

Office or Registration Fee (per Sec. 27) £ : : Survey Fee (per Section 28) £ 10 : - Special Damage Fee (per Section 28) £ : : Certificate (if required) as per margin £ : : Travelling Expenses (if chargeable) £ : :

Fees applied for 24/11/1890 received by me, 24/11/1890

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

Committee's Minute TUES 2 DEC 1890 Assigned RS 11/90

10330 08

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
vessel is eligible to
have B.S. 11-90
recorded—
WA.
1-12-90



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