

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

No. 10548 Date of Writing Report March 11th 1891 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 5/3/91 Last Survey 11/3 1891
 667 on the Machinery of the S.S. "Clan Monroe" Master Alexander No. of Visits 4
 Tonnage Gross 2197 Net 1437 Vessel built at Sunderland By whom Bartram Haswell & Co When 1881 11
 Registered Horse Power 300 Engines made at Newcastle When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
 No. of Main Boilers 2 Owners Rayzer Irvine & Co Port Glasgow Voyage
 Steam Pressure in Main Boilers 90 lbs If Surveyed Afloat or in Dry Dock Both
 in Donkey Boiler 70 lbs (State name of Dock.) Govan & Queens Class of Vessel & Machinery 100A.7.8.89
 Last Survey No. Port Repairs on account of Damage should be separated from

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 has been placed in dry dock, at which time all the sea connections were examined externally and along with the propeller and fastenings found in good order. The main boilers were opened up and examined throughout and found in good condition. Safety Valves and other mountings were examined and put in good order. The donkey boiler was opened up together with its safety Valves examined and found in good order. Steam was raised in both main and donkey boilers and their safety Valves adjusted to their 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 the machinery of this vessel appears to be in good order, and is in my opinion eligible to remain as classed with the additional notification in the Register Book B.S. 3.91

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	2	:	19/3/1891
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	19/3/1891

James Harvey
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

TUES. 24 MAR 1891

TUES. 12 JAN 1892

TUES. 26 JAN 1892 FRI 30 SEP 1892

GLS 163-0405

10548 95

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. 3.91
recorded
N.A.
20.3.91



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