

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

No. 10868 Date of Writing Report 12<sup>th</sup> Aug<sup>th</sup> 1891 Port of Glasgow  
Survey held at Glasgow Date, first Survey and Last Survey 1<sup>st</sup> Aug<sup>th</sup> 1891  
on the Machinery of the S.S. Clan Monro Master Alexander No. of Visits 1  
Gross 2194 Vessel built at Sunderland By whom Parton & Co. when 1881 - 11  
Net 1437 Engines made at Newcastle When 1881 Boilers, when made (Main) 1881 (Donkey) -  
Registered 300 Owners Carrer & Co. Port Glasgow Voyage S. African  
No. of Main Boilers Two If Surveyed in Dry Dock Henderson's  
Steam Pressure in Main Boilers -  
in Donkey Boiler -  
Last Survey No. Port  
Class of Vessel & Machinery 100A 1  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
BS. 3-91 L.M.C. 12 89

Particulars of Examination and Repairs (if any) Docking  
(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 Main Boiler separately and make a thorough examination at this time? No  
Do. " Donkey " " " No  
If this was not done, state for what reasons? Not required  
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?  
Did the Surveyor examine the Safety Valves of the Main Boiler?  
At what pressure were they afterwards adjusted under steam?  
Did the Surveyor examine the Safety Valves of Donkey Boiler?  
To what pressure were they afterwards adjusted?

This vessel in dry dock; sea-connections externally  
also propeller & fastenings examined, and found in good order.

General Observations, Opinion, and Recommendation:— This vessels machinery, as far  
(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 seen, appears to be efficient, and in my opinion, is eligible to remain  
as classed, without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ :  
Survey Fee (per Section 28) £ :  
Special Damage Fee (per Section 28) £ :  
Travelling Expenses (if chargeable) £ :  
Fees applied for  
18  
Received by me,  
18  
R. J. Bennidge  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
Glasgow  
State if Certificate is required TUES. 18 AUG 1891  
Committee's Minute  
Assigned As now  
TUES. 12 JAN 1892  
FRI 30 SEP 1892  
TUES. 26 JAN 1892  
Lloyd's Register  
Foundation  
GLS162-0358



10868. gcs.

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 remain  
as classed—  
W.A.  
13-8-91



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