

11168

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

16 DEC 91

No. 11168 Date of Writing Report 15th Dec^r 1891 Port of Glasgow
No. in Reg. Book 681 Survey held at Glasgow Date, first Survey 1st Dec^r 1891 Last Survey 12th Dec^r 1891
on the Machinery of the SS. Clan Macnab Master P. C. Crockett No. of Visits 3
Tonnage Gross 2268 Net 1473 Vessel built at Glasgow By whom A. Stephenson & Sons When 1891-6
Registered Horse Power 300 Engines made at Glasgow When 1891 Boilers, when made (Main) 1891 (Donkey) 1891
No. of Main Boilers Two Owners Captain Irvine & Co. Port Glasgow Voyage African
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both
in Donkey Boiler 100. (State name of Dock.) Govan Class of Vessel & Machinery 100A1
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 6-91
Last Survey No. 100A1 Port Glasgow L.M.C. 6-91

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? No survey due

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? No

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? ✓

When this vessel was in dry dock, the sea-cocks propeller & fastenings, externally, were examined and found in good order. Several parts of the machinery have been re-adjusted, and over-hauled at this time. The crank pin bushes - originally cast steel - have been replaced by brass ones, fitted with white metal. The connecting rod top end bushes - also cast steel, have been lashed with brass and white metal. An additional branch education pipe has been fitted to the condenser; several baffle plates have also been introduced there, with a view to improving the vacuum. The cast steel levers on the reversing shaft have been taken off, and forged iron ones fitted in their place. New brass liners have been fitted to the eccentric straps. These repairs, which have been done with a view to improving the general working of the machinery, have been satisfactorily accomplished.

General Observations, Opinion, and Recommendation: This vessel's machinery, as

(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.E.M.S. 1,89, or L.M.C. 1,89, as the case may be.)

far as seen, appears to be in safe working condition, and in my opinion, is eligible to remain as classified, without fresh record of survey.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	15
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				18

*State if Certificate is required.

Committee's Minute FRI 18 DEC 1891

Assigned As now

R. J. Brewin
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



GLS163-0324

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.

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It is submitted that
this vessel is eligible to
remain AS CLASSED.

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ALL SURVEYORS REQUESTED NOT TO WRITE ACROSS THIS MARGIN