11241

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

(Received at London Office MON. 25 JAN 1892)

No. 11241 Date of Writing Report 16th Jan 1892 Port of Glasgow

No. in Reg. Book. 685 Survey held at Glasgow Date, first Survey and Last Survey 13th Jan 1892 No. of Visits One

on the Machinery of the S.S. Clan Monroe Master Alexander

Tonnage { Gross 2197. Net 1437.

Registered Horse Power 300

No. of Main Boilers 2

Steam Pressure in Main Boilers 90 lbs

in Donkey Boiler —

Vessel built at Sunderland By whom Bartram, Haswell & Co When 1881. 11 (YEAR. MONTH.)

Engines made at Newcastle When 81 Boilers, when made (Main) 81 (Donkey)

Owners Cayzer, Irvine & Co Port Glasgow Voyage East

~~If~~ Surveyed ~~afloat or~~ in Dry Dock Meadowside (State name of Dock.)

Class of Vessel & Machinery +100A 1 8.89 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S No 1. 87.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking +L.M.C. 12.89. B.S. 3.91.

(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?

Do. " Donkey " " "

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?

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 has been placed in the above named dock at which time the sea connections were examined externally and along with propeller & fastenings found in good order. —

The machinery of this vessel will be converted to triple Expansion on the return from present voyage. —

General Observations, Opinion, and Recommendation:— 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 without any fresh record of survey. —

(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. 4.89, B.&M.S. 1.89, or ✕L.M.C. 1.89, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for ..... 16 .....
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	Received by me, ... 18 .....
Travelling Expenses (if chargeable)	£	:	:	

*State if Certificate is required

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

Committee's Minute TUES. 26 JAN 1892 FRI 30 SEP 1892

Assigned Deferred

Glasgow.

Insert Character of Ship and Machinery precisely as in the Register Book.

Have if a Report is now sent on the Ship, or if not whether, and when.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

*Certificate to be sent to

16.—L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 23-2-91.

11241 gls

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 be eligible to remain AB[illegible]LISSED.

M.A.
25-1-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE BELOW THIS MARGIN.