

11709

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

THURS. 25 AUG 1892

No. 11409 Date of Writing Report 22nd Aug 1892 Port of Glasgow
No. in Reg. Book 688 Survey held at Glasgow on the Machinery of the S.S. Clan Mackenzie Master H. L. Wilson No. of Visits 6
Tonnage Gross 2354 Net 1930 Vessel built at Liff By whom Ramsay & Ferguson When 1882-4
Registered Horse Power 409 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882
No. of Main Boilers Two Owners Cairner, Irvine & Co. Port Glasgow Voyage Indian
Steam Pressure in Main Boilers 85 lb If Surveyed Afloat or in Dry Dock Both - Liff Class of Vessel & Machinery +100A1
in Donkey Boiler 65 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. Clan Mackenzie 4-92
Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual Boiler

+L.M.C. 8-91

(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? Yes

Do. " Donkey " " " 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?

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?

When this vessel was in dry dock, the sea-cocks were opened out, examined and replaced; the propeller and fastenings were examined externally, and found in good order.

The cylinders, pistons, slide-valves, pumps and shafting were opened out for examination. A new funk ring has been fitted to the H.P. cylinder. The forward crank shaft - in consequence of a flaw in crank-pin - has been taken out, and replaced by the after length, - a new after length has been fitted.

The main boilers and mountings were examined; they are in good condition generally, but the sides of the two forward furnaces in Star boiler, at the line of fire-bars are affected a little by corrosion; a covering plate has been fitted over the part most affected, viz. the middle side of the port furnace. This plate, or strap, is 6 x 3/16 and extends the full length of the furnace and is securely riveted to it.

The donkey boiler was found in good condition; a hole was bored in the uptake at a part where the plate appeared to be reduced by corrosion, but no serious deterioration had taken place. Two new safety valves were fitted at

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1, 91, B.M.S. 1, 91, or L.M.C. 1, 91, as the case may be.)

This vessel's machinery is in safe working condition, and in my opinion is eligible to remain as classed, with additional notation +L.M.C. 8-92 in the Register Book.

Office or Registration Fee (per Sec. 27) £ :
Survey Fee (per Section 28) £ 2 : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for

22/8/92

Received by me,

24/8/92

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

* State if Certificate is required

Committee's Minute FEB 2 SEP 1892

Assigned + L.M.C. 8-92



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at this time, and the seats fixed to suit.
 The safety valves of main and donkey boilers have been adjusted
 under steam to the working pressures.
 The forging Report on the new after length of crank shaft is attached.

R. J. B. Russell

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

on out of wear - a new
 half crank shaft was fitted.
 and slight repairs to main
 and donkey boilers

W. A.
 30-8-92



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