

12004

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

No. 12004 Date of Writing Report 24<sup>th</sup> Jan 1893 Port of Glasgow (Received at London Office WED. 25 JAN 1893)

No. in Reg. Book 696 Survey held at Glasgow Date, first Survey 1<sup>st</sup> Jan 1893 Last Survey 23<sup>rd</sup> Jan 1893

on the Machinery of the S.S. Clan Macrae Master Jones No. of Visits 3

Tonnage Gross 2197 Net 1434 Vessel built at Sunderland By whom Robertson & Russell Glasgow 1881-11

Registered Horse Power 600 Engines made at Glasgow When -92 Boilers, when made (Main) -92 (Donkey) -92

No. of Main Boilers one Owners Cayser Irvine & Co. Port Glasgow Voyage S. Africa

Steam Pressure in Main Boilers 170 lbs If Surveyed Afloat or in Dry Dock Both - Hendersons Class of Vessel & Machinery 100A1

in Donkey Boiler ✓ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Locking

(State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

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 propeller shaft was drawn in; the propeller let up on the shaft and made a good fit. - The shaft was found in good order otherwise. The throttle valve chest having fractured round the neck, a new chest and main steam pipe - the latter in two ~~lengths~~ lengths, with easy bends to allow for expansion - have been fitted. The pipes have been tested by hydraulic to 340 lbs per sq. Four stays from Engine Room sides to the cylinders have also been fitted at this time.

General Observations, Opinion, and Recommendation: - As far as seen, this vessel's machinery is in safe working condition, and eligible in my opinion to remain as classed, without 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. 191, B.M.S. 191, or L.M.C. 191, as the case may be.)

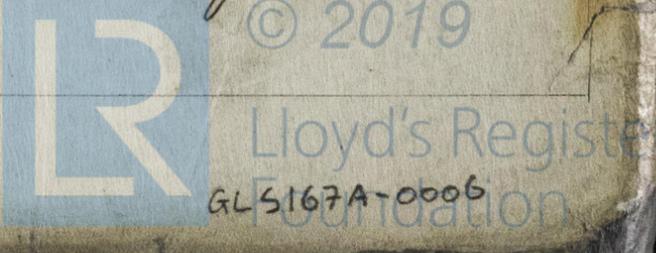
Office or Registration Fee (per Sec. 27)	£	:		Fees applied for
Survey Fee (per Section 28)	£	:	✓	18
Special Damage Fee (per Section 28)	£	:		
Travelling Expenses (if chargeable)	£	:		18

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute FRI 27 JAN 1893

Assigned as now



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

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

12004 96

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.  
On acct of lean wear  
a few repairs were effected  
to the engines*

*MA  
25-1-93*

SEE SUPPLEMENT AND REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation