


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

No. 12004 Date of Writing Report 7. 24 Jan 1893 Port of Glasgow (Received at London Office WED. 25 JAN 1893)

No. in Reg. Book. *696* Survey held at *St. George* Date, first Survey *14th Jan'y* Last Survey *23rd Aug 1893*
on the Machinery of the *S.S. "Clan Macrae"* Master *Jones* No. of Visits *3*

Tonnage	Gross	2197	Vessel built at	Sunderland	By whom	Portman, Caswell & Co. when	1881-11	YEAR.	MONTH.
	Net	1437							
Registered Horse Power		800	Engines made at	Barrow	When	-22 Boilers, when made (Main)	-22 (Donkey)		

Registered Horse Power	800	Engines made at	Barran	When	-92	Boilers, when made (Main)	-92	(Donkey)	-
No. of Main Boilers	one	Owners	Carriger Levine & Co.	Port	Alaskan	Voyage	S. Africa		
Steam Pressure	120 lb								

Steam Pressure—
in Main Boilers 140 lb. If Surveyed Afloat or in Dry Dock Both - Hendersons
in Donkey Boiler ✓ (State name of Dock.) Class of Vessel & Machinery
(As in Register Book, including dates of  100A1

Last Survey No. _____ Port _____
 (As in Register Book, including dates of
 Special Surveys of Ship and
 of last Boiler Survey.)

Particulars of Examination and Repairs (if any) *Locking* *as. 12-2-92*
(State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) *+ N.B. 9-92 + L.M.C. 9-92*
Repairs due to other causes. State also the dates and initials of any letters respecting this case *Repairs on account of Damage should be separated from*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Do. " Donkey " " "

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 ?

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 ^p ^v 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 ~~but~~ lengths, with easy bends to allow for expansion - have been fitted. The pipes have been tested by hydraulic to 340 lbs per sq. inch. 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
(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. 1,91, B.&M.S. 1,91, or ~~X~~L.M.C. 1,91, as the case may be.)
vessel's machinery, is in safe working condition, and eligible in
my opinion to remain as ~~classified~~, without fresh record of
survey.

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



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

State if Certificate is required _____

Committee's Minute **FRI 27 JAN 1893** _____

Assigned As now _____

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

On acct of wear & tear
a few repairs were effected
to the engines

MA

25-1-93



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Foundation

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