

No. 13573

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

(Received at London Office)

9 MAR 1895

Date of writing Report 7th March 1895 When handed in at Local Office 18 Port of Glasgow  
No. in Reg. Book. 747 Survey held at Glasgow Date, First Survey 4th March 1895 Last Survey 5th March 1895  
747 on the Machinery of the Wood, Iron & Steel S.S. Clan Macnab Master C. R. Hakeford  
Tonnage { Gross 2268 Net 1473 Vessel built at Glasgow By whom A. Stephen & Son When 1891 6  
Registered Horse Power 300 Engines made at Glasgow When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
No. of Main Boilers 2 Owners Cayzer Irvine & Co. Port Glasgow Voyage Cape Town  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry  
Steam Pressure in Main Boilers 180 (State name of Dock.) Scendergfort  
in Donkey Boilers 100

Last Survey No. Port

Particulars of Examination and Repairs (if any) docking

(Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock. Propeller shaft drawn in and examined. found in good condition.  
Propeller & machinery sea connections examined and found in good condition.

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
For Special Survey, Date of last Survey and of Periodical Surveys.	Applied.	(including date of N.B., if any)
+ 100 A1	9.94	+ L.M.C. 6.91.

General Observations, Opinion, and Recommendation:— The machinery of this vessel  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,94, B.&M.S. 4,94 or L.M.C. 4,94, 140 lb., F.P., &c.)  
so far as seen appear in good condition, and is eligible in my opinion to remain as classed in Register book.

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

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

State if Certificate is required

Committee's Minute TUES 12 MAR 1895

Assigned as now



13513 ga

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 shew through to the other side.

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

N.A

9-3-95



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.