No. 13402

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

(Received at London Office THUR 23 MAY 1895)

Date of writing Report 22nd May 1895 When handed in at Local Office 22nd May 1895 Port of Glasgow

No. in Reg. Book. 743 Survey held at Glasgow Date, First Survey 2nd April Last Survey 20th May 1895 (No. of Visits 10)

on the Machinery of the ~~Wood~~, Iron ~~or Steel~~ S.S. Clan Mackenzie Master A. S. Sumner

Tonnage { Gross 2954 / Net 1930 } Registered Horse Power 400 No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure— in Main Boilers 85 in Donkey Boilers 100

Vessel built at Leith By whom Ramage & Ferguson When 1882 (Year) 4 (Month)

Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1893

Owners Cayzer Irvine & Co. Port Glasgow Voyage Calcutta

If Surveyed Afloat or in Dry Dock both (State name of Dock.) Govan dry & Queens

Last Survey No. ..... Port .....

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1		✠ L M C
5.93		5.94.

Particulars of Examination and Repairs (if any) Annual Boiler

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

Do. " Donkey " " " Yes. found it in good condition

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? Yes, and found them in good condition.

At what pressure were they afterwards adjusted under steam? 85 lbs per □"

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes, and found them in good condition

To what pressure were they afterwards adjusted? 90 lbs per □"

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

When this vessel was in dry dock, the propeller, sea cocks and their fastenings were examined, recommended new rose to be fitted to main injection, which has now been done.

Examined cylinders, pistons, slide-valves, air, circulating, bilge, & feed pumps, and all crank, thrust, and straight shafting (excepting propeller)

The Low P Cylinder liner has been taken ashore, and bored out and new rings, and junk ring fitted.

The main boilers opened up, and examined throughout, and found three of the furnaces in starboard, and four main stays in port boiler. also the four bottom ends of shell and end plates much corroded.

Recommended three new corrugated furnaces, four new stays, and four patches, flanged to take end & shell plates at bottom, to be fitted.

These boilers were taken on shore to the Clan Line repairing works, and the repairs recommended carried out, also retubing, and the boilers afterwards tested by hydraulic pressure to 170 lbs per □".

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in good condition, and eligible in my opinion to remain as classed, with fresh record of B.S. 5.95. in register book

(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.D., &c.)

Office or Registration Fee (per Sec. 27)	£	: :
Survey Fee (per Section 28)	£	1 : 10 :
Special Damage Fee (per Section 28)	£	: :
Travelling Expenses (if chargeable)	£	: :

Fees applied for 21/5/1895

Received by me, 22/5/1895

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

*State if Certificate is required Yes

MACHINERY CERTIFICATE WRITTEN FRI 24 MAY 1895

Committee's Minute .....

Assigned + L M C 5.95

State if a Report is also now sent on the Ship 1895 or if not whether, and when, one will be sent.

*Certificate to be sent to Glasgow

(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.

16—L&F.B.—Form No. 9—Transfer Ink—5,000, 22/9/94.

on account of Wear & Tear
Extensive repairs effected to
Main Boilers & moderate
repairs to machinery

It is submitted that
this vessel is eligible for
THE RECORD +LMC 5,95

A R R
23 5 95
13702 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.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.