

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

(Received at London Office)

SAT 17 JUL 1897

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 4 Last Survey 3 July 1894
812 on the Machinery of the Wood, Iron or Steel S. S. Clan Mackay Master Sprigens
 Tonnage { Gross 2600 Net 1665 Vessel built at Barrow By whom Naval Can & Arm Co When 1894 12
 Registered Horse Power 317 Engines made at Glasgow When 1894 Boilers, when made (Main) 1894 (Donkey) 1894
 No. of Main Boilers 284 Owners Cayzer Irvine & Co Port Glasgow Voyage S. Africa
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Kendersans Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure— in Main Boilers 200 in Donkey Boilers 100

Last Survey No. Port

Particulars of Examination and Repairs (if any) See connections

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Not done

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?

Has the propeller shaft been drawn and examined at this time? no If spare propeller shaft fitted, state whether new?If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.Examined the Levers & connections & found them goodGeneral Observations, Opinion, and Recommendation:— As far as seen the machinery

(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. 9, 95, B.&M.S. 9, 95 or L.M.C. 9, 95, 140 lb., F.D., &c.)

of this vessel is in a safe working condition & eligible in my opinion to remain as classed.

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, £

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

*State if Certificate is required

Committee's Minute

TUES 20 JUL 1897

Assigned As now

Lloyd's Register
 Foundation
 GLS178-0136

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 *CLASSIFIED*.

17/7/97

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



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