

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

(Received at London Office THUR, 12 MAY 1893)

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 28 April Last Survey 5 May 18 98

on the Machinery of the Wood, Iron or Steel SS. Clan Macintosh Master W. J. Puh

Tonnage { Gross 3994 Net 2591 Vessel built at Greenock By whom Peck & Co When 1883 6

Registered Horse Power 528 Engines made at J. P. Brown When 92 Boilers, when made (Main) 1892 (Donkey) 1896

No. of Main Boilers Owners Payne & Irvine & Co Port Glasgow Voyage Cape Town

No. of Donkey Boilers 160 If Surveyed Afloat or in Dry Dock Greenock

Steam Pressure in Main Boilers 160 in Donkey Boilers 100

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 and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+150 A. 1. 97		+L.M.C. 2. 97
SS. Clan Macintosh 11. 92		+N.B. 11. 92

Last Survey No. Port

Particulars of Examination and Repairs (if any) Dredging

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

Has the propeller shaft been drawn and examined at this time?

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

When this vessel was in the above dry dock all sea cocks & connections were examined externally & found in good order. Four new propeller blades were fitted & fastenings of propeller examined & found in good order.

General Observations, Opinion, and Recommendation:— As far as regards the machinery of this vessel is in good order & in my opinion eligible to remain as classed

	£	s	d	
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,

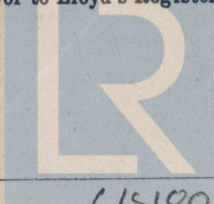
*State if Certificate is required

Committee's Minute

Assigned

FRI, 13 MAY 1893

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



Lloyd's Register
Foundation

615180-0353

For propeller blades removed.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

HL
12/5/98

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ALL THE INFORMATION VERY PRESENTED NOT TO BE WRITTEN ACROSS THIS MARGIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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