

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

(Received at London Office)

MUN 21 NOV 1898

Date of writing Report 14th Nov^r 1898 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book. 856 Survey held at Glasgow Date, First Survey 3rd Oct^r Last Survey 14th Nov^r 1898
 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "CLAN MACINTOSH." Master A.S. GLADSTONE

Tonnage { Gross 2994 Net 2591 Vessel built at Greenock By whom Scott. H^o When 1883 YEAR. MONTH. 6

Registered Horse Power 528 Engines made at Barrow When 1892 Boilers, when made (Main) 1892 (Donkey) 1896

No. of Main Boilers 2 Owners Cayzer Irvine H^o Port Glasgow Voyage Bombay

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.) Crovan

Steam Pressure— in Main Boilers 160 lbs. in Donkey Boilers 100

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A. I. 5.98		<input checked="" type="checkbox"/> N.B. 11.92. <input checked="" type="checkbox"/> L.M.C. 2.97.
S.S. Gls. N ^o 3 - 2.96.		

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Boiler Survey Etc

(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.

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. At what pressure were they afterwards adjusted under steam? 165 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted? 100 lbs.

Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Rewooded

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

Examined sea connections, stern bush & propeller, & found same in good condition, Examined propeller shaft and found same slightly wasted at ends of liners near the middle of shaft, the liners have been cut back about 1 1/2" Examined two main & one donkey boilers & their safety valves & found same in good condition. Adjusted all safety valves under steam.

General Observations, Opinion, and Recommendation:— As far as seen, the Machinery of this vessel is in a good & efficient condition, Eligible in my opinion to remain as classed & to have fresh record of B.S. 11.98 noted in the Register Book.

	£	Fees applied for
Office or Registration Fee (per Sec. 27)	£	19. 11. 18 98
Survey Fee per Section 28	£ 2. 0. 0	23. 11. 58
Special Damage Fee (per Section 28)	£ - 4. -	
Travelling Expenses (if chargeable)	£ 1. 16. -	Received by me, 22. 11. 98

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

State if Certificate is required _____

Committee's Minute TUES. 22 NOV 1898

Assigned B.S. 11.98



MON 21 NOV 1898

Port of Glasgow Continuation of Report No. 16565 dated 3. 11. 98 on the

S.S. "Glan Macintosh"

Lower deck renewed for one length, the ~~side~~ ^{bilge} keelson removed for one length in way of new frames and replaced. One plate of upper deck stringer, two of main deck stringer, and one of lower deck stringer renewed; the angles and cheeks to same renewed. The deck planking over upper deck stringer and lower deck stringer renewed in way of repairs. Three beams of upper deck & three of main deck taken out straightened, knees repaired and put back; two knees of lower deck beams set fair in place; one stanchion ladder and one stanchion between main & lower decks repaired and refitted, one lower hold stanchion ladder & one stanchion repaired & refitted. The bulkhead between Nos. 1 & 2 Holds unriveted the plating set straight and six vertical stiffeners fitted with reverse bars, and two horizontal stiffeners fitted with a 9" bulb plate. The side plating and framing in No. 1 & 2 Holds cleaned and recoated. Ceiling removed from tank top in No. 1 & 2 Holds, tops cleaned and ceiling relaid and part renewed, the bilge suction pipes and strums overhauled, cement at bilge in way of repairs renewed.

Bridge deck on Port side - Leak bulwark rail for about 30^{ft} at aft gangway and about 10 ft at fore end of bridge renewed. eight awning stanchions straightened and refitted, nine rail stanchions repaired and refitted, the bridge deck near waterway recaulked; port side light renewed; shrouds on port side of foremast and topmast backstays renewed. Leak bulwark rail of upper deck renewed for about 36 ft. 2 bulwark stanchions renewed, cargo doors abreast No. 1 Hatch renewed; and new stanchions to same, two side lights in steerstrake renewed. The rails and stanchions on port side of forecastle repaired and refitted.

Repairs through wear & tear - Eleven reverse frames at after end of No. 2 Hold on each side of vessel part renewed and doubled; several frames & reverse bars in Nos. 1 & 2 Holds unriveted for removal of oxidation and riveted.

Alterations - The saloon and passenger accommodation has been removed in way of Bridge House and this space now used for cargo purposes, exactly similar to the alterations effected in the sister vessel "Glan MacArthur" for full particulars and sketches of same see Glasgow Rep't No. 16135.

Vessel has been re-measured for tonnage and the amended

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Port of *Glasgow*

Continuation of Report No. 16565 dated 3. 11. 98 on the

Steamer "*Clan Macintosh*"

amended tonnages are as follows - gross 4053.04

U. bk 2462.14

Net . 2575.44

Lower deck - 1084.63

Prop. Power - 1226.97

Poop 75.87

crew space - 137.47

Forecastle 23.36

Deck 94 43.16

Bridge 321.53

1477.60

Houses 53.30

H.A.

