

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

(Received at London Office)

11 MAY 1899

Date of writing Report 9th May 1899 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book 326 Survey held at Glasgow Date, First Survey 1st May 1899 and Last Survey 1st May 1899

on the Machinery of the Wood, Iron or Steel S.S. "KLYDE" Master W. Middel

Tonnage { Gross 1531 Net 993 Vessel built at Newcastle By whom C. S. Swan & Hunter When 1882-8

Registered Horse Power 180 Engines made at Newcastle When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers 2 Owners Marlay & Mc Intyre Port Glasgow Voyage Bilbao

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat River

Steam Pressure in Main Boilers 80 lbs in Donkey Boilers 60 lbs

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).
<input checked="" type="checkbox"/> 100 A. 1.		<input checked="" type="checkbox"/> L.M.C. -
11.98.		B.S. 3.98.
S.S. Bbo. N ^o 3-1.95		M.S. 3.99.

Last Survey No. Port

Particulars of Examination and Repairs (if any) pt Boiler Survey.

(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? No.

Do. " Donkey " No.

If this was not done, state for what reasons? Already Surveyed.

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? no

Did the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? 85 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? no To what pressure were they afterwards adjusted under steam? 63 lbs.

Has the propeller shaft been drawn and examined at this time? no If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? ✓

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

Adjusted the main & donkey boiler safety valves under steam as above, same working well.

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 + L.M.C. 3.99. noted in the Register Book, as recommended in Cardiff Report N^o 18549.

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

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

State if Certificate is required

Committee's Minute

Assigned

FRI. 12 MAY 1899

+ L.M.C. 3.99



Lloyd's Register
GLS184-0071

It is submitted that
this vessel is eligible for
THE RECORD.

+. L.M.C. 3. 99

A.C.A.

11.5.99

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.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.