

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

5-1697

(Received at London Office, WED. 25 MAR 1891)

No. *1071* Date of Writing Report *24th March 1891* Port of *London*
 No. in Reg. Book. Survey held at *London* Date, first Survey *13th March* Last Survey *13th March 1891*
 on the Machinery of the *S.S. "Clyde"* Master *Anderson* No. of Visits *1*
 Tonnage Gross *3898* Net *2506* Vessel built at *Glasgow* By whom *J. Elder & Co.* When *1871* YEAR. MONTH. *10*
 Registered Horse Power *650* Engines made at _____ When *1888* Boilers, when made (Main) *1888* (Donkey) ✓
 No. of Main Boilers ✓ Owners *Orient St. Mar. Co.* Port *Liverpool* Voyage *Australia*
 Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Dry dock* Class of Vessel & Machinery *A1*1. 7.90*
 in Donkey Boiler ✓ (State name of Dock.) *Gilbroy* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey *NE & B 1.88*
 Last Survey No. _____ Port *Ath Survey Lon. 7.90* *L.M.C. 1.88.*

Particulars of Examination and Repairs (if any)
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 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?

*Vessel placed in dry dock
 Examined propeller, sea connections and their fastenings
 found all in good order. A new propeller blade has been fitted
 this time satisfactory.*

General Observations, Opinion, and Recommendation:—

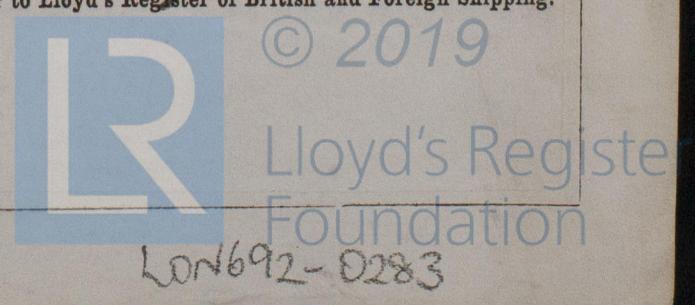
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

So far as seen the machinery of this vessel is in good working order and in my opinion eligible to remain as classed in the Register Book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	:	:		18
Special Damage Fee (per Section 28)	£	:	:		
*Certificate (if required) as per margin	£	:	:		
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18	

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

Committee's Minute *THURS. 26 MAR 1891*
 Assigned *as now*



State if a Report is now sent by Ship or if not whether, and when, one will be sent.

*Certificate to be sent to

L. & S. Form No. 9—Transfer Ink—6008, 22/10/90

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this vessel
is eligible to remain
as classed—

N.A.

25.3.91

