

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

No. **8489** Date of Writing Report **23^d Apr. 1888** Port of **Glasgow**
 No. in Reg. Book. Survey held at **Glasgow** Date, first Survey **11th April** Last Survey **16th April 188**
854 on the Machinery of the **S.S. Clan Stuart.** Master **Whyte** Tons **1355 Net**
2094 Gross
 Surveyed Afloat or in Dry Dock **Govan** Vessel built at **Fumburton** in **1879** Engines made in **1879**
 N.H.P. **280** No. of Main Boilers **2** Made in **1879** Donkey Boiler made in **1879** Working Pressure, Main Boilers **80** lbs.;
 Working Pressure, Donkey Boiler **50** lbs.; Owners **Bayzer Irvine & Coy.** Port **Glasgow**
 Last Survey No. Port Class of Vessel and Machinery **100 A 1 10.87**
 (As in Register Book.)

Particulars of Repairs and Examination

(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? **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? **✓**

Annual Survey.

When the vessel was in dry dock all sea connections were overhauled and examined.

Propeller & fastenings examined ✓

All parts of engines opened up, working parts overhauled and everything examined ✓

The Main boilers examined throughout and considering their age, found to be in fair condition. Safety valves overhauled and screwed up to old marks. All other mountings examined ✓

Donkey boiler examined throughout, holes drilled at various places and thickness found to be ample. All mountings including the safety valves overhauled and examined ✓

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.)

The above vessels machinery is now in my opinion in a good & efficient working order and eligible to remain as classed with the date: **4.88.**

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for 24/4 1888 Received by me, 24/4 1888
Survey Fee (per Section 28)	£	3	3	
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute **FRIDAY 27 APRIL 1888**
 Assigned **L M C 4/88**



A Report is also sent on the Machinery of the Ship / or if not, other, or, one will be sent.

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

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 8489 GLO

is not eligible to have

the C 4.88 recorded

AD

26.4.88



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