

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

8800  
28 SEP. 88

No. 8800 Date of Writing Report *Sept 24/1888* Port of *Glasgow*  
 No. in Survey held at *Glasgow* Date, first Survey *Sept 22<sup>nd</sup>* Last Survey *Sept 22<sup>nd</sup> 1888*  
 Reg. Book. *812* on the Machinery of the *S.S. "Clan Stuart"* Master *W. H. H. H. H.* Tons *1353<sup>Net</sup> 2094<sup>Gross</sup>*  
 If Surveyed Afloat or in Dry Dock *Afloat* Vessel built at *Dumbarton* in 18*79-2* Engines made in 18*79-*  
 N.H.P. *280* No. of Main Boilers *2* Made in 18*79* Donkey Boiler made in 18*88* Working Pressure, Main Boilers *80* lbs.;  
 Working Pressure, Donkey Boiler *80* lbs.; Owners *Cayzer Swine & Coy* Port *Glasgow*  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery *100 A. 1 4/88*  
 (As in Register Book.) *+ L.M.C. 4/88*

## 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? .....

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? .....

*A spare length of Crank Shaft and a new Donkey Boiler have now been fitted and all connections overhauled & made good*

## 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 repairs and fitting of the Donkey Boiler have been satisfactorily completed by Messrs. S. Rowan & Son who are also the makers of the Boilers and I am of opinion the machinery is eligible to remain in the Register Book as classed*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2 -	<i>24/9</i> 1888
Special Damage, Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>25/9</i> 1888

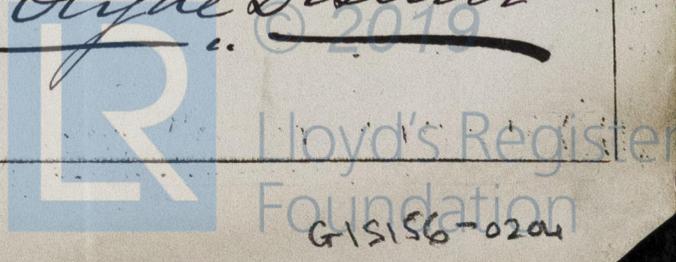
*James Morrison*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*Glyde District*

Committee's Minute

TUES 2 OCT 1888

Assigned



The Surveyors are requested not to write on or across the space for Classification Fees.

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

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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.

This submitted that this vessel is eligible to remain as classed

DP

26/9/88



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