

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

(Received at London Office.)

No. *1944/6* Date of Writing Report *30th January 1891* Port of *Glasgow*
 No. in Reg. Book *671* Survey held at *Glasgow* Date, first Survey *and* Last Survey *23rd Jan^y 1891*
 on the Machinery of the *"S S Clan Stuart"* Master *Leslie* No. of Visits *One*
 Tonnage } Gross *2094* Vessel built at *Dumbarton* By whom *A. McMillan & Sons* When *1879* YEAR. MONTH.
 Net *1355* Engines ^{*Tripled*} made at *A Stephens & Sons* When *1889* Boilers, when made (Main) *1889* (Donkey)
 Registered Horse Power } *280* Owners *Bayzer Irvine & Co* Port *Glasgow* Voyage *Cape Ports*
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Gwan Dry Dock* Class of Vessel & Machinery *100A-1*
 Steam Pressure— in Main Boilers *160 lbs* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *N.B 10.89*
 in Donkey Boiler *L.M.C 10.89*

Last Survey No. *10069* Port *Gls*
 Particulars of Examination and Repairs (if any) *Docking*
(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 not done, state for what reasons?
 If any 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?

This vessel has been placed in dry dock, at which time all the sea connections were examined externally, and along with the propeller and fastenings found in good order.

General Observations, Opinion, and Recommendation:— *As far as seen this*
(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.)
vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of Survey.

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.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute *Fri. 13 FEB 1891*
 Assigned *as was*



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

1047636

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 vessel is eligible to remain as classed.

N.A.

12-2-91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE IN THE MARGIN