

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

11451

No. 11451 Date of Writing Report 14<sup>th</sup> April 1892 Port of Glasgow  
 No. in Reg. Bk. 689 Survey held at Glasgow on the Machinery of the S.S. *Clan Stuart* Date first survey 13<sup>th</sup> April 1892 Master *Leslie*  
 Tonnage Gross 2094 Net 1355 Vessel built at Dumbarton By whom *A. McMillan & Son* When 1879-2 No. of Visits *one*  
 Registered Horse Power 280 Engines made at Glasgow Owners *Carron & Co. Ltd.* Port Glasgow Voyage *S. African*  
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *At Glasgow* Class of Vessel & Machinery *100A1*  
 Steam Pressure in Main Boilers 160 lb. If Surveyed Afloat or in Dry Dock *At Glasgow* Class of Vessel & Machinery *100A1*  
 in Donkey Boiler *80 lb.* Last Survey No. Port *At Glasgow*

## 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 Main Boiler separately and make a thorough examination at this time? *No*

Do. " Donkey " *No*

If this was not done, state for what reasons? *No survey due*

And what parts of the Boilers could not be thus thoroughly examined? *No*

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*

At what pressure were they afterwards adjusted under steam? *No*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted? *No*

*Propeller shaft drawn in for examination, and found in good order; the bottom half of stern bush has been refilled with lignum-vital. No sea-cocks were opened out, but the fastenings to hull are in good condition.*

## 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. 1,91, B.E.M.S. 1,91, or L.M.C. 1,91, as the case may be.) *This vessel's machinery, as far as seen, is, in my opinion, in good and safe working condition, and eligible to remain as classed, without 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)	£		
Travelling Expenses (if chargeable)	£		

Received by me, *R. J. P. Curd*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FR 22 APR 1892*

Assigned *As now*



© 2019

Lloyd's Register Foundation

GLS 165-0013



11451 glos.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

Cert.

20.4.92

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation