

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

(Received at London Office

MON 30 AUG 1897

Date of writing Report 18. When handed in at Local Office 18. Port of *Glasgow*

No. in Reg. Book. *829* Survey held at *Glasgow* Date First Survey *23rd Aug* Last Survey *23rd Aug 1897*

829 on the Machinery of the *Iron vessel* *1/2* *Clan Stewart* Master *A. McMillan & Son*

Tonnage { Gross *2094* Net *1385* Vessel built at *Dumbarton* By whom *A. McMillan & Son* When *1879* YEAR. MONTH.

Registered Horse Power *214* Engines made at *Glasgow* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*

No. of Main Boilers *one* Owners *Bayne & Son & Co* Port *Glasgow* Voyage *to*

No. of Donkey Boilers *one* Surveyed Afloat *in Dry Dock* *Dunns*

Steam Pressure in Main Boilers *160* in Donkey Boilers *80* (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to expire.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A1</i>		<i>L M C</i>
<i>12.96.</i>		<i>8.95</i>
<i>S.S. 46 N 33.2-91</i>		<i>+ N.B. 10.89.</i>
<i>S.S. 46 N 1 96</i>		<i>B.S. 7.96.</i>

Last Survey No. *14876* Port *Gls*Particulars of Examination and Repairs (if any) *B. Survey*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

Do. " Donkey " " " " " *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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

The main and donkey boilers opened out, examined internally and externally found throughout in good condition, the safety valves and other mountings overhauled and made good. Steam raised and the safety valves found to blow as above.

General Observations, Opinion, and Recommendation:— *The Boilers of this vessel*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

are now in a safe working condition, and in my opinion eligible to remain as classed, and to have record of B.S. 8.97 noted in the Register Book.

Office or Registration Fee (per Sec. 97) £ *1.10*

Survey Fee (per Section 28) £ *1.10*

Special Damage Fee (per Section 28) £

Travelling Expenses (if chargeable) £

Fees applied for

25/8/97

Received by me,

24/8/97

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

*State if Certificate is required.

Committee's Minute

Assigned

TUES 31 AUG 1897

Committee's Minute

Assigned

Boiler of Register
Foundation

GLS178-0273

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dumped as to spread the int, or cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

B. S. 1, 1917

30/1/1917

ALL THE SUBVENTIONS ARE REQUESTED FOR TO WRITE ACROSS THIS MARGIN.

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