

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

(Received at London Office)

FRI. 28 JUL 1899

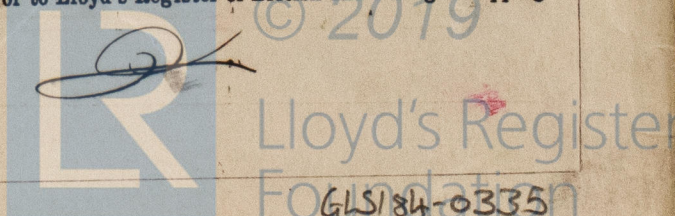
Date of writing Report 18. When handed in at Local Office 18. Port of Glasgow  
No. in Reg. Book. Survey held at Glasgow Date, First Survey 4 Last Survey 12 July 1899  
8-6 on the Machinery of the Wood, Iron or Steel S.S. CLAN STUART Master Ridgway  
Tonnage { Gross 2115 Vessel built at Dumbarton By whom A. McMillan & Son When 1879-2  
Net 1329 Engines made at Glasgow When 1879 Boilers, when made (Main) 1889 (Donkey) 1889  
Registered Horse Power 214 Owners Cayser, Irvine & Co. Port Glasgow Voyage  
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Govan Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
No. of Donkey Boilers 1 (State name of Dock.)  
Steam Pressure in Main Boilers 160  
in Donkey Boilers 80

Last Survey No. Port  
Particulars of Examination and Repairs (if any)  
(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? no  
Do. " Donkey " " " no  
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? no To what pressure were they afterwards adjusted under steam? ✓  
Did the Surveyor examine the Safety Valves of Donkey Boiler? no To what pressure were they afterwards adjusted under steam? ✓  
Has the propeller shaft been drawn and examined at this time? no If spare propeller shaft fitted, state whether new? ✓  
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"  
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete.  
Examined sea connections, stern bush & propeller, same found in good condition

General Observations, Opinion, and Recommendation:— As far as seen, the machinery of this vessel is in a good efficient condition, eligible in my opinion to remain as classed without fresh repairs.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee per Section 28 £ : :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
Received by me, J. W. Dimmock  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
State if Certificate is required  
Committee's Minute TUES. 1 AUG 1899  
Assigned As now





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

6mBt  
28/7/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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Lloyd's Register  
Foundation