

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

THURS 19 JAN 1888

No. **8309** Date of Writing Report **January 18<sup>th</sup> 1888** Port of **Glasgow**  
 No. in Survey held at **Glasgow** Date, first Survey **January 18<sup>th</sup> 1888** Last Survey **Do** 1888  
 Reg. Book. **828** on the Machinery of the **S S Clan Forbes** (No. of Visits **One**) Tons, Net **1591** Gross **2441**  
 If Surveyed Afloat or in Dry Dock **Wanderers Dock** Vessel built at **Glasgow** in **1882** Engines made in **1882**  
 No. of Main Boilers  Made in **1882** Donkey Boiler made in **1882** Working Pressure, Main Boilers **85** lbs.;  
 Working Pressure, Donkey Boiler  lbs.; Owners **Hayzer Irvine & Co** Port **Glasgow**  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery **100A.1. 2-84 + L.M.C. 5-87**  
 (As in Register Book.)

## Particulars of Repairs and Examination **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? } **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? }   
 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? }

When this vessel was in Dry Dock examined the sea connections, propeller &c. Plate round flow off flange - externally - affected by corrosion - Blow off covering plate removed & a new one of large diameter to cover the corroded part has been fitted.

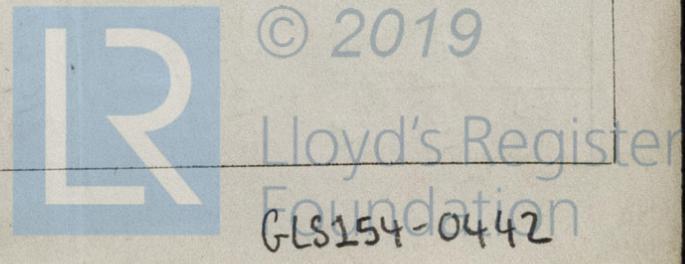
## General Observations, Opinion, and Recommendation :—

(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 sea cocks & valves, propeller & fastenings are all in good & safe working condition and I am of opinion the machinery is eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec 27)	Fees applied for
Survey Fee (per Section 28)	188
Special Damage, Fee (per Section 28)	
*Certificate (if required) as per margin	received by me,
Travelling Expenses (if chargeable)	188

**Walter E. Robson**  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FRIDAY 20 JAN 1888 TUESDAY 24 JAN 1888**  
 Assigned **No new record**



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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.

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

MA  
191.88



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THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THE FACE OF THE UPPER PART OF THIS SIDE OF THE FORM.