

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

No. **9346** Date of Writing Report **Aug. 26th 1889** Port of **Glasgow** (Received at London Office, **TUES. 27 AUGUST 1889**)
 No. in Reg. Book. **781** Survey held at **Glasgow** Date, first Survey **Aug. 14th** Last Survey **Aug. 24th 1889**
 on the Machinery of the **S. S. Clan Forbes** Master **Gaitt** No. of Visits **five**
 Tonnage { Gross **2441** Net **1591** Vessel built at **Glasgow** By whom **A. Stephen & Sons** When **1882** YEAR. MONTH.
 Registered Horse Power **300** Engines made at **Glasgow** When **1882** Boilers, when made (Main) **1882** (Donkey) **1882**
 No. of Main Boilers **two** Owners **Cayzer Irvine & Co.** Port **Glasgow** Voyage **Bombay**
 Steam Pressure in Main Boilers **85 lb.** If Surveyed Afloat or in Dry Dock **In Green Dry Dock** Class of Vessel & Machinery **100 A 7**
 in Donkey Boiler **60 lb.** (State name of Dock.) **and afloat in Queen's Dock** (As in Register Book, including date of last Boiler Survey.) **LMC 588**

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) **Annual Survey**

(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? **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?

When this vessel was in Dry Dock, all sea cocks and valves were overhauled and put in good order. Propeller fastenings examined and found in good order. Main Boilers opened out, and thoroughly cleaned and sealed, on examination found in very good order. Safety valves overhauled, and put in good working order. all Boiler mountings examined.

Pistons, valves and pumps all opened out. New H. P. slide valve fitted also new H. P. packing ring. new L. P. piston spring fitted. all other parts in good order.

Examined crank shaft, flaws don't seem to be extending any. All tunnel bearings examined. Three tunnel blocks taken out and Patent metal renewed, as shaft was bearing on cast iron.

All pumps and connections thoroughly overhauled, and found in good working order.

D. Boiler opened out, cleaned and sealed, and on examination found in fair condition, main stays corroding slightly, but not dangerous. Safety valves examined, and put in good order. Main & Donkey Boilers tested under steam, and Safety valves adjusted to working pressures.

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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

These engines and boilers are now in good working condition, and in my opinion eligible to be classed **+ L.M.C. 8, 89** in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 23)	£ 2 : :	26/8/1889
Special Damage Fee (per Section 28)	£ : :	Received by me, 26/8/1889
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute **FRIDAY 30 AUGUST 1889**

Assigned

+ LMC 8, 89

934696

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
need be eligible to have
+ Lm 8.89 recorded

ALd

27.8.89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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