

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

(Received at London Office MON. SEP 28 1896)

Date of writing Report *26th Sept* 18 *96* When handed in at Local Office 18 *96* Port of *Glasgow*

No. in Reg. Book *813* Survey held at *Glasgow* Date, First Survey *1894* Last Survey *22nd Sept 1896*

on the Machinery of the *Wood, Iron or Steel* *S.S. Clan Ross* Master *D. Richardson*

Tonnage { Gross *2602* Net *1664* Vessel built at *Barrow* By whom *Naval Const. & Rep. Co. Ltd.* When *1894* Boilers, when made (Main) *1894* (Donkey) *1894*

Registered Horse Power *317* Engines made at *Barrow* Owners *Copper Bros & Co. Ltd.* Port *Glasgow* Voyage *S. Africa*

No. of Main Boilers *Two* No. of Donkey Boilers *One* Steam Pressure in Main Boilers *200 lb.* in Donkey Boilers *100 lb.* If Surveyed *Afloat or in Dry Dock* *Govan* (State name of Dock.)

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Locking*

(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 " " "

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 the Survey is not complete state what arrangements have been made for its completion?

When this vessel was in dry dock, the sea-connections & propeller externally, were examined and found in good order.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, as far as seen, in my opinion, is in safe working condition, and capable to remain as classed, without fresh record of survey.*

(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.)

One or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ : : 18

Special Damage Fee (per Section 28) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

*State if Certificate is required

Committee's Minute

Assigned *As now*

TUES. SEP 29 1896

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



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Insert Character of Ship and Machinery precisely as in the Register Book.

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 CLASSED.*

R.D.
28.9.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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