

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

(Received at London Office)

TUES 6 APR 1897

Date of writing Report *2nd April 1897* When handed in at Local Office *3rd April 1897* Port of *Glasgow*
 No. in Reg. Book. *486* Survey held at *Glasgow* Date, First Survey *29 March 1894* Last Survey *30 March 1894*
on the Machinery of the Wood, Iron or Steel *Erlean Forbes* Master *Donald Madge*
 Tonnage { Gross *2461* Net *1561* Vessel built at *Glasgow* By whom *A. Stephen & Sons* When *1882* 8 1892
 Registered Horse Power *324* Engines made at *"* When *1882* Boilers, when made (Main) *1889* (Donkey) *1894*
 No. of Main Boilers *2* Owners *Cayzer & Co. 1894* Port *Glasgow* Voyage *South Africa*
 No. of Donkey Boilers *1* *Surveyed Afloat or in Dry Dock* *Foran*
 Steam Pressure— in Main Boilers *180 lbs* in Donkey Boilers *85 lbs* (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Comp: 75.5*

(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.)

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.	Survey Assigned how examined.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A.P.</i>	<i>+ N.B. 2, 92.</i>	
<i>4, 94</i>	<i>+ S.M.C. 2, 92</i>	
<i>S.S. No. 2-92</i>	<i>B.S. 11, 95.</i>	

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? *Yes*If spare propeller shaft fitted, state whether new? *New*

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

Fittings of sea connections and propeller in good condition. New dynamo fitted in Stern Bush. The brass liners on Propeller shaft were found slack a new shaft has now been fitted.

General Observations, Opinion, and Recommendation:— *So far as seen this vessel's*

(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.)

Machinery is now in good and efficient condition and eligible in my opinion to remain as classed with record of survey as recommended in Glasgow report No. 14084.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ : : 18
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, 18

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

State if Certificate is required

Committee's Minute *FRI. 9 APR 1897*Assigned *+ L.M.C. 11, 95*

Lloyd's Register Foundation

GL5177-0189

Screw shaft renewed & stem brack renewed

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 for
THE RECORD.*

L.H. 611,95

RS

6/4/97



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