

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

(Received at London Office)

Date of writing Report 21st Oct 97 When handed in at Local Office Glasgow is 18 Port of Glasgow

Reg. No. in Glasgow Survey held at Glasgow Date, First Survey 18th Oct 97 Last Survey 18th Oct 97

800 on the Machinery of the Wood, Iron or Steel S.S. Clan Forbes Master A. Bond

Tonnage { Gross 2461 Net 1561 Vessel built at Glasgow By whom A. Stephen Lewis When 1882 - 8

Registered Horse Power 824 Engines made at Glasgow When 1892 Boilers, when made (Main) 1892 (Donkey) 1892

No. of Main Boilers one Owners Copper Linn & Co Port Glasgow Voyage India

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Korran

Steam Pressure in Main Boilers 180 lb in Donkey Boilers 85 lb

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.	Years Allowed expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1</u>	<u>3-97</u>	<u>+L.M.C</u>
<u>S.S. Oct 1-3-96</u>		<u>11-95</u>
		<u>+N.B. 2-92</u>

Last Survey No. Port

Particulars of Examination and Repairs (if any) Reckins

(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? No At what pressure were they afterwards adjusted under steam? 185 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new?

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

Propeller, sea-cocks and fastenings examined externally and found in good order. One defective propeller blade replaced by new one. At the owners request, the safety valves of the main boilers were adjusted under steam to 185 lb per sq.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel (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.) as far as seen, in my opinion, is in safe working condition, and eligible to remain as classed, without fresh record of Survey.*

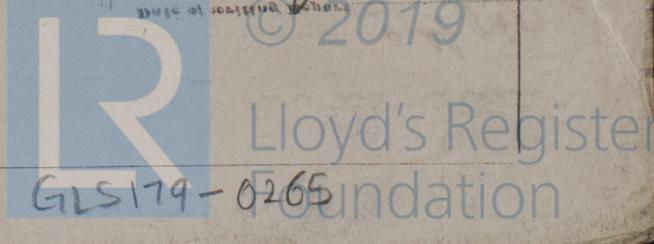
	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				
				Received by me, 18

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

State if Certificate is required

Committee's Minute TUES. 26 OCT 1897

Assigned as now



If so, is the Report sent now, or when will it be sent.

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

*Certificate to be sent to

One propeller blade renewed cause not stated

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.

A.S.
23.10.97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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