

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

No. 15622.

WED, 17 NOV 1897

Date of writing Report *11th Nov^r 1897* When handed in at Local Office *18* Port of *Glasgow*
 No. in Reg. Book *827* Survey held at *Glasgow* Date, First Survey *6th Novemb^r 1897* Last Survey *8th Novemb^r 1897*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Clan Ross"* Master *Dickson*
 Tonnage { Gross *2602* Net *1664* Vessel built at *Durrow* By whom *Naval Archt. Coy. Ltd.* When *1894-7*
 Registered Horse Power *315* Engines made at *"* Boilers, when made (Main) *1894* (Donkey) *1894*
 No. of Main Boilers *Two* Owners *Gaymer, Irvine & Co.* Port *Glasgow* Voyage *S. Africa*
 No. of Donkey Boilers *One* Steam Pressure in Main Boilers *100 lb.* If Surveyed *Abat or in Dry Dock* *Govan*
 in Donkey Boilers *One* (State name of Dock.)

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Rocking*

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 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 shaft drawn in, and found in good order throughout.
 All sea-cocks examined, and overhauled. Storm lube sh. lower half
 refilled; blew down cocks (main valves) covering plates to ship's side
 removed.*

General Observations, Opinion, and Recommendation:—

(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 S.L.M.C. 9,95, 140 lb., F.D., &c.)

*The machinery of this vessel
 as far as seen, in my opinion, is in safe working condition, and
 eligible to remain as classed, without fresh record of survey.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

18

Received by me,

18

*State if Certificate is required.

Committee's Minute *FRI. 19 NOV 1897*Assigned *As now*

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

R. J. B. Bennett
 Lloyd's Register
 Foundation
 GLS179-0339

Screw shaft examined stern bush partly
refilled. covering plates to blow down cocks
on ships side (Main Boiler) unscrewed

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**.

SL

17/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation