

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

(Received at London Office)

SAT. 26 MAR 1898

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book. Survey held at Glasgow Date, First Survey and Last Survey 21st March 1898

on the Machinery of the Wood, Iron or Steel S.S. "Claw Forbes" Master E. H. Bond

Tonnage { Gross 2461 Net 1861 Vessel built at Glasgow By whom A. Stephen & Co When 1882 YEAR. MONTH.

Registered Horse Power 324 Engines made at Do When 1882 Boilers, when made (Main) 92 (Donkey) 92

No. of Main Boilers 2 Owners Cayzer & Co Port Glasgow Voyage Boatmen

No. of Donkey Boilers 2 Surveyed Do in Dry Dock Do

Steam Pressure in Main Boilers 150 (State name of Dock.)

in Donkey Boilers 85

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

Being to the short time the vessel was in port the Boiler Survey was not carried out but will be held on the vessel's return.

When this vessel was in the above dry dock all pipes, cocks & connections, propeller & fastenings were examined externally & found in good order.

General Observations, Opinion, and Recommendation:— As far as seen the

(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 of this vessel is now in good order & in my opinion eligible to remain as classed.

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

*State if Certificate is required

Committee's Minute

TUES. 29 MAR 1898

FRI. 24 JUN 1898

FRI. 8 JUL 1898

Assigned

Deferred

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

Lloyd's Register
Foundation

GLS 1807-0198

B. I. due 2, 98 to be held on vessels
return.

It is submitted that
this vessel is eligible to
remain as CLASSED.

7/11
26/3/98

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THE PRESENTATIONS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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