

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

(Received at London Office

THUR, 11 AUG 1898

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

No. in Reg. Book. *874* Survey held at *Glasgow* Date, First Survey *28 July* Last Survey *4 August 1898*

874 on the Machinery of the *Wood, Iron or Steel* *S.S. Clan Ross* Master *S. Dickson*

Tonnage { Gross *2620* Net *1664* Vessel built at *Barrow* By whom *Har. Con. & Am. Co. (Lm)* When *1894* Boilers, when made (Main) *1894* (Donkey) *1894*

Registered Horse Power *317* Engines made at *Do.* When *1894* Owners *Cayzer & Irvine & Co* Port *Glasgow* Voyage *Cape*

No. of Main Boilers *2* Steam Pressure in Main Boilers *200* in Donkey Boiler *100* Surveyed *Afloat in Dry Dock* *Green & Quins* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *SS 9701* Port *Glasgow*

Particulars of Examination and Repairs (if any) *SS 9701*

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

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

The Cylinders, pistons, slide valves & crossings, all pumps & valves, crank, thrust & intermediate shafting opened up & examined found in good order, when the vessel was in dry dock all sea cocks & valves were overhauled, the propeller & fastenings examined externally & found in good order. (propeller shaft drawn in & examined 1/4/98 per Glasgow Report-18954) The outer end of shaft is now 1/2" down. Main steam pipes examined at flange brazing & appear to be sound.

General Observations, Opinion, and Recommendation: *The machinery of this*

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 0, 02, B.&M.S. 0, 02 or L.M.C. 0, 02, as the case may be.)

is now in good order & in my opinion eligible to remain as classed & have classification + L.M.C. 7.98

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *8. 8. 18 98*

Survey Fee (per Section 28) £ *5. 10. 11* Received by me, *10. 8. 18 98*

Special Damage Fee (per Section 28) £ *4. 19. 11*

Travelling Expenses (if chargeable) £ : :

*State if Certificate is required

Committee's Minute

Assigned

FRI, 12 AUG 1898

FRI, 13 JAN 1899

+ L.M.C. 8.98

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



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GLS181-0327

It is submitted that
this vessel is eligible for
THE RECORD.

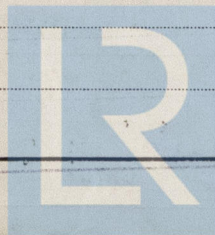
L.H.B. 898

11/1/99

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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