

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

(Received at London Office **FRI. SEP 15 1899**)

Date of writing Report *15th Sept 1899* When handed in at Local Office *15th Sept 1899* Port of *Glasgow*

No. in Reg. Book. *878* Survey held at *Glasgow* Date, First Survey *Sept 6* Last Survey *Sept 8 1899*

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

Tonnage { Gross *2602* Net *1654* Vessel built at *Barrow* By whom *Barrow Construction Co. Ltd* When *1894* YEAR. MONTH.

Registered Horse Power *317* Engines made at *Barrow* When *1894* Boilers, when made (Main) *1894* (Donkey) *1894*

No. of Main Boilers *2* Owners *Cayzer, Irvine & Co* Port *Glasgow* Voyage *South African Ports*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Dry Dock* (State name of Dock.) *Govan*

Steam Pressure in Main Boilers *200* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers *100*

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.)

CHARACTER.	Year and Month when Surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A 14.99		L.M.C. 8.98
S.S. G.D. 1.98		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No.*

Do. " Donkey " " *No.*

If this was not done, state for what reasons? *Not due for survey.*

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.* To what pressure were they afterwards adjusted under steam? */*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No.* To what pressure were they afterwards adjusted under steam? */*

Has the propeller shaft been drawn and examined at this time? *Yes* If spare propeller shaft fitted, state whether new? */*

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? *New lower wood now fitted.*

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

When this vessel was in dry dock, the propeller, stern tube, propeller shaft and the sea cock fastenings were examined and found in good condition

General Observations, Opinion, and Recommendation: *The machinery of this vessel so far as seen is in good condition and is eligible in my opinion to remain as classed in register book.*

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
£ : :	£ : :	£ : :	£ : :	10
				Received by me,
				10

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

Committee's Minute *THURS. 19 SEP 1899*

Assigned *As above*



Has a Survey also been held on ship? 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

Stow draft examined Stern

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 to cause it to show through to the other side.

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

*W.M.D.
18/9/94.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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