

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

WED. JUL. 15. 1914

(Received at London Office)

Date of writing Report 11-7-14 When handed in at Local Office 11-7-14 Port of Glasgow

No. in Reg. Book. 1272 Survey held at Glasgow Date, First Survey 8-7-14 Last Survey 10-7-1914

1272 on the Machinery of the Wood, Iron or Steel S.S. CLAY MATHESON Master W. Harris

Tonnage { Gross 4476 Vessel built at West Hartlepool By whom Furness Withy & Co Ltd When 1906-3
 Net 3063 Engines made at Hartlepool By whom Richardsons Westgarth When 1906

Registered Horse Power 448 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Main Boilers 2 Owners Cayzer Irvine & Co, Ltd Port Glasgow Voyage Bahutta

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Queens Dr & Grant Dry Dock

Steam Pressure in Main Boilers 200

in Donkey Boilers 100

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

CHARACTER. (X for Special Survey, Date of last Survey and of Periodical Surveys.)	Years Assigned (No. of Years).	Machinery and Boiler Surveys (including date of N.B., if any).
+100 Q.I. 11-13.		+L.M.C. 4-10
S.S. Gls No 1, 10		B.S. 6-13
		T.S (M) 1-13

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) P.L.M.C.

(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.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Was a damage report made by anyone else? If so, by whom? _____

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " " Yes

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? Yes To what pressure were they afterwards adjusted under steam? 205 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons _____

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8" full.

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

4 longitudinal steam space stays in donkey boiler require renewing, the main steam pipes to be annealed & tested & the condenser and all sea connections examined

Not Done all the boilers & their mountings examined, the above repairs recommended & their safety valves adjusted under steam.

The cylinders, pistons, slide valves, crank tunnel & thrust shafting, all pumps and pumping arrangement, steering & windlass engines and the machinery in general, with the exception of the above mentioned, has been examined & put in good order.

The propeller & its fastenings, end of stern bush & the fastenings of the sea connections examined & found in good order.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good condition & eligible, in my opinion, to remain as classed and to have fresh record + L.M.C. 4-14. when the survey as mentioned above has been completed

(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. 5, 11, B.&N.S. 9, 11, or X L.M.C. 9, 11, 140 lb., F.D., &c.)

Survey Fee (per Section 22) £ 6-10-0 Fees applied for 13/7/14

Special Damage or Repair Fee (if any) _____

Travelling Expenses (if chargeable) _____

Committee's Minute GLASGOW 14 JUL 1914 TUE. SEP. 29. 1914

Assigned Deferred for completion



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

Is a Certificate required? If so, to be sent to

S.S. No 2 due 3.14 & B.S. due
6.14 partly held no arrangement

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.

Stated for Completion

It is submitted that this
vessel WILL BE eligible for
the record. + LMC 7.17 Due

4 main stays have been
renewed in the DB
main steam pipe amended
& tested & the Condenser
& Sea connections
reamed.

JP
16.7.14

[Faint, mostly illegible handwritten text covering the main body of the page, likely a detailed report or log.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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