

50888

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

No. *396* Date of Writing Report *June 20th 1890* Port of *London*
Reg. Book. Survey held at *London* Date, first Survey *June 19* Last Survey *June 19 1890*
On the Machinery of the *S. S. Glenferrie* Master *Horman* No. of Visits *1*
Gross Tonnage *2985* Vessel built at *Glasgow* By whom *Lon & Glas. L.* When *1880* YEAR. MONTH. *11*
Net Tonnage *1930* Engines made at *"* When *1880* Boilers, when made (Main) *1880* (Donkey) *1880*
Registered Horse Power *530* Owners *M^r Grogan Gow & Co* Port *Glasgow* Voyage
No. of Main Boilers *✓* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery
Steam Pressure in Main Boilers *80* (State name of Dock.) *S. W. India* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
in Donkey Boiler *✓* Last Survey No. *100 A 1.10.89* Port *S. S. Lon No 2-89*
+ L M C. 10.89
B S 2.89

Particulars of Examination and Repairs (if any)
(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case
Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
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?

All connections & propeller fastenings in good condition

General Observations, Opinion, and Recommendation :—
(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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
as far as run, eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 25)	£	:	:	18
Special Damage Fee (per Section 25)	£	:	:	
Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

Committee's Minute *FRI 13 JULY 1890*
Assigned *As now*

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
classified.

M.L.
16.7.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.