

No. 53783

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

(Received at London Office)

WED. 28 OCT 1892

Date of writing Report October 25 1892 When handed in at Local Office London is Port of London.  
No. in Reg. Book. 286 Survey held at London. Date, First Survey Oct 14 Last Survey Oct 17 1892  
286 on the Machinery of the Wood, Iron or Steel S.S. "GLENFRUIN" Master P. Norman.  
Tonnage { Gross 2981 Vessel built at Glasgow. By whom London & Glasgow C.B. When 1880 11.  
Net 1892.  
Registered Horse Power 330 Engines made at Newcastle When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
No. of Main Boilers two Owners M<sup>r</sup> Greger & Co. Port Glasgow. Voyage China.  
Steam Pressure—160 lb If Surveyed Afloat or in Dry Dock London Graving Dock.  
in Main Boilers (State name of Dock.)  
in Donkey Boiler

Last Survey No. Port

## Particulars of Examination and Repairs (if any) Condition.

(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?

Whilst the vessel was in dry dock, examined propeller, Stern Bush & sea connections fastenings, all found to be in good condition.

## General Observations, Opinion, and Recommendation:— This vessel's machinery is now

(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. 9.02, B.S.M.S. 9.02 or X.L.M.C. 9.02, as the case may be.)

as far as seen in good condition & in my opinion the vessel is eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27) £ 1 10 0  
Survey Fee (per Section 28) £ 1 10 0  
Special Damage Fee (per Section 28) £ 1 10 0  
Travelling Expenses (if chargeable) £ 1 10 0  
Fees applied for  
18  
Received by me,  
18

\*State if Certificate is required

Committee's Minute

FRI 28 OCT 1892

Assigned

as above

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

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



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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Chas.  
26.10.92