

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

(Received at London Office)

No. *4437* Date of Writing Report *July 30th 1892* Port of *Aberdeen*

No. in Reg. Book *255* Survey held at *Aberdeen* Date, first Survey *July 29th* Last Survey *July 30 1892*
on the Machinery of the *S.S. "Glen Gelder"* Master *A. R. Spence* No. of Visits *2*

Tonnage Gross *446* Net *453* Vessel built at *Aberdeen* By whom *Alex Hall & Co* When *1881* YEAR. MONTH. *2*

Registered Horse Power *99* Engines made at *"* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*

No. of Main Boilers *One* Owners *Abn. Glen Line S.S. Co. Ltd.* Port *Aberdeen* Voyage *Stettin*

Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *10001*

in Donkey Boiler *55* Last Survey No. *9881* Port *Off*

Particulars of Examination and Repairs (if any) *L.M.C. 291 B.S. 292 S.S. 293*

(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 *Mar. 12/92*

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

Do. " Donkey " " " *yes*

If this was not done, state for what reasons? *not done*

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*

At what pressure were they afterwards adjusted under steam? *-*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes*

To what pressure were they afterwards adjusted? *55 lbs.*

In accordance with the Secretary's letter (to the owners) of the above date the donkey boiler of this vessel has now been thoroughly examined, internally and externally, the plating of the firebox and shell drilled and found to be $\frac{1}{2}$ " in thickness, and the Safety Valves adjusted to a working pressure of 55 lbs.

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

The engines and boilers of this vessel so far as seen are in good and efficient condition and eligible in my opinion to remain as classed but without fresh record of Survey.

Office or Registration Fee (per Sec. 27)	£	:	
Survey Fee (per Section 28)	£	1	1
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	

Fees applied for *July 30 1892*
Received by me, *17/8/92*

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

*State if Certificate is required

Committee's Minute *FRI 5 AUG 1892*

Assigned *As now*

State or if not whether, and when, one will be sent.

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.

*It is submitted that
this vessel is eligible to
remain as Q1133511.*

Oil

3.8.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS REPORT



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Foundation