

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

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 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
in Donkey Boiler 55 (State name of Dock.)
Last Survey No. 9881 Port Off Class of Vessel & Machinery 100 A1
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

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 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) £ : : Fees applied for July 30 1892
Survey Fee (per Section 28) £ 1 : : G. L. Hindmarsh
Special Damage Fee (per Section 28) £ : : 18
Travelling Expenses (if chargeable) £ : : 17/8/92
Received by me, 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.
10.-L. R. P. H.-Form No. 1
(The Surveyors are requested not to use this space for Committee's Minute.)

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

It is submitted that
the vessel is eligible to
be entered as a ship.

Ans.

3.8.92.

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 THE MARGIN.



© 2019

Lloyd's Register
Foundation