

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

(Received at London Office

THURS. 8 JUN 1893

Date of writing Report *June 7 1893* When handed in at Local Office *June 7 1893* Port of *Aberdeen*  
 No. in Reg. Book. *Survey held at Aberdeen* Date, First Survey *June 7 1893* Last Survey *June 7 1893*  
*255* on the Machinery of the Wood, Iron or Steel *S.S. "Glen-Gelder"* Master *A. P. Spence*  
 Tonnage Gross *746* Vessel built at *Aberdeen* By whom *A. Hall & Co.* When *1881* 2  
 Net *453* Engines made at *Aberdeen* When *1881* Boilers, when made (Main) *1881* (Donkey) *-*  
 Registered Horse Power *99* Owners *Messrs. Glen Line S.S. Co. Ltd. (Glen Line) Ltd.* Port *Aberdeen* Voyage *-*  
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock (State name of Dock.)  
 Steam Pressure in Main Boilers *80*  
 in Donkey Boiler *55*

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A. 2.92</i>		<i>2 M 2.91</i>
<i>55 B. 2.91</i>		<i>13 S 2.92</i>

Last Survey No. *9083* Port *WHL*  
 Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

*no.*

Do. " Donkey " " "

*no*

If this was not done, state for what reasons?

*See last month*

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?

*yes.*

To what pressure were they afterwards adjusted?

*55 lb.*

If the Survey is not complete state what arrangements have been made for its completion?

*-**Completion of Annual Boiler Survey*

*The Safety Valves of the donkey Boiler have now been tested under steam and adjusted to the working pressure of 55 lbs per sq inch*

## 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. 2, 22, B.&M.S. 2, 22 or L.M.C. 2, 22, as the case may be.)

*The Engines and Boilers of this vessel, so far as seen are now in good working order, and eligible in my opinion to remain as classed and to be noted B.S. 5-93 in the Register Book.*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18

Received by me,

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

\*State if Certificate is required

Committee's Minute

FRI 9 JUN 1893

Assigned

*B.S. 5, 93*


Lloyd's Register  
 Foundation

ABN11-0224



4595 abn

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