

No. 5114

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

MON. DEC 30 1895

Date of writing Report *Dec 28th 1895* When handed in at Local Office *Dec 28th 1895* Port of *Aberdeen*
No. in Reg. Book. *279* Survey held at *Aberdeen* Date, First Survey *Dec 27th 1895* Last Survey *Dec 27th 1895*
on the Machinery of the Wood, Iron or Steel *S.S. "Glen Felder"* Master *A. Gordon*
Tonnage { Gross *446* Net *453* Vessel built at *Aberdeen* By whom *A. Hall & Co* When *1881-12*
Registered Horse Power *90* Engines made at *"* When *1881* Boilers, when made (Main) *1881* (Donkey) *1895*
No. of Main Boilers *one* Owners *Mr Glen Leslie & Co* Port *Aberdeen* Voyage *not for sale*
No. of Donkey Boilers *one* Steam Pressure in Main Boilers *80 lbs* Surveyed Afloat or in Dry Dock *at Aberdeen*
in Donkey Boilers *7100* (State name of Dock.)

Last Survey No. *"* Port *"*
Particulars of Examination and Repairs (if any) *New Propeller*

| CHARACTER. | | Machinery and Boiler | |
|--|--|-----------------------------------|--|
| Date of last Survey and of Periodical Surveys. | | (including date of N.B., if any). | |
| +100 A1. 7.95 | | +100 MC. 7.95 | |
| S.S. Off No 3-291 | | | |
| S.S. No 1-95 | | | |

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?

Not done

In consequence of this vessel's propeller having struck an unknown object - & one blade being broken, a new propeller has been fitted -

The sea connections & propeller bolting is examined & found in good order -

The tail shaft was not drawn in sufficiently for examination -

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 494, B.A.M.S. 494 or L.M.C. 494, 140 H.P.D. &c.)

This vessel's machinery appears to be in good condition, eligible in my opinion to remain as classed -

| | | | | |
|---|---|---|---|------------------|
| 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 |

Manuel Pearson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping:

*State if Certificate is required.....
Committee's Minute.....
Assigned *As not*



*On account of damage. A new
propeller has been fitted.*

*It is submitted that
this vessel is eligible to
remain AS CLASSED.*

Ind. 30.12.95

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.



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