

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

THUR, MAR 4 1897

(Received at London Office)

Date of writing Report ¹⁰ 3rd March 1897. When handed in at Local Office ¹⁰ 3rd March 1897. Port of Aberdeen.

No. in Reg. Book. Survey held at Aberdeen Date, First Survey 22 Feb Last Survey March 1st 1897.

291. on the Machinery of the ~~Iron~~ ^{S/S} Glen Ianar Master J. W. Keith.

Tonnage { Gross 1524. Net 986. Vessel built at Aberdeen By whom A. Hall & Co. When 1884. 8.

Registered Horse Power 158 N.H.P. Engines made at Aberdeen When Boilers, when made (Main) (Donkey) 93.

No. of Main Boilers 2 Owners Abdn. Glen Line S.S. Co. (Ltd) Port Aberdeen. Voyage Cardiff.

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.) Aberdeen.

Steam Pressure in Main Boilers 100. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 80.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual B.S.

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

Has the propeller shaft been drawn and examined at this time?

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

Annual Boiler Survey.

The sea connections & propeller fastenings examined in Dry Dock and found satisfactory.

The main boilers & their safety valves examined & found satisfactory. The safety valves afterwards adjusted under steam.

The Donkey Boiler being new in 1893. was not examined.

Repairs The thrust shaft removed and the thrust seat additionally strengthened, the thrust block readjusted and the shoes lined with white metal.

The condenser tubes drawn cleaned and replaced, several new tubes fitted.

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. 9,95, B.M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

This vessel's machinery is in good condition, eligible in my opinion to remain as classed and to have the notation of B.S. 3.97 recorded in the Reg. Bk.

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £

Special Damage Fee (per Section 28) £

Travelling Expenses (if chargeable) £

Fees applied for

March 2nd 1897

1893/97

Received by me,

9.3.97

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

*State if Certificate is required

Committee's Minute

Assigned

FRI, MAR 5 1897



Lloyd's Register
Foundation

ABN14-0081

Trust Work & seal repaired cause
not stated.

54-20 ABN

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 for
THE RECORD B.T. 3. 97

[Signature]
4.3.97



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.