

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

(Received at London Office SAT. 30 OCT 1897)

Date of writing Report 29th Oct. 1894. When handed in at Local Office 29th Oct. 1894. Port of Aberdeen.

No. in Reg. Book. Survey held at Aberdeen Date, First Survey 20th Oct. Last Survey 28th Oct 1894.

295. on the Machinery of the ~~Wood~~, Iron or Steel S.S. "Glen Selder". Master J. B. Smart 96-97.

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

Registered Horse Power 99 Engines made at Aberdeen When Do. Boilers, when made (Main) Do. (Donkey) 95.

No. of Main Boilers 1. Owners Abn. Glen Line S.S. Co. Ltd Port Aberdeen Voyage London.

No. of Donkey Boilers 1. Steam Pressure in Main Boilers 80 lbs. If Surveyed Afloat or in Dry Dock ~~Dry Dock~~ (State name of Dock.) Abn. Dry Dock

Last Survey No. Port Particulars of Examination and Repairs (if any) Boiler Survey & Ex. of Tail Shaft

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.		Assigned how exhibited.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100A-1-2, 94.			✠ L.Meb 4-96.
S.S. Off No. 3-2, 91.			B.S. 4-94.
S.S. Abn. No. 1-95.			

(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? Yes.

Do. " Donkey " " " No. If this was not done, state for what reasons? New in 1895.

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? Yes. At what pressure were they afterwards adjusted under steam? 80 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No. To what pressure were they afterwards adjusted? ✓

Has the propeller shaft been drawn and examined at this time? Yes. If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 8

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

This vessel placed in dry dock & the sea connections & propeller fastenings examined. The tail shaft drawn & examined. It is considerably corroded for the whole length between the linings but at the smallest part is still above the rule size. Diam 8 5/8 rule size 8.3. The main boiler & its safety valves examined. The sides of the furnaces are considerably corroded in places but are not yet considered sufficiently thin to warrant a reduction of pressure.

It is the owners intention to fit a new main boiler to this ship at some time within a year from now.

On account of wear & tear, two patches have been fitted on the starboard side of the port combustion chamber, & one fitted covering the joint of the boiler front with the shell at the bottom.

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

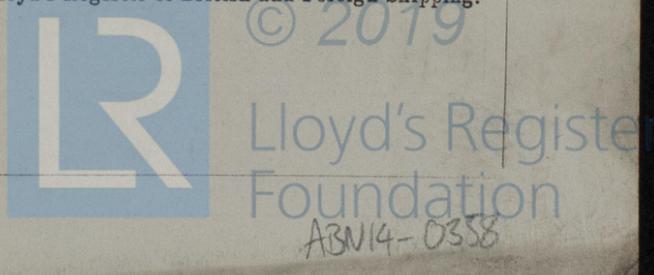
This vessel's machinery appears to be in good condition, eligible in my opinion to remain as classed, with notation of B.S. 10-94 in the Reg. Bk.

Office or Registration Fee (per Sec. 27).....	£ 1 : :	Fees applied for	29 th Oct. 1894
Survey Fee (per Section 28) less 10%.....	£ 0 : 18	Received by me,	29 th Oct. 1894
Special Damage Fee (per Section 28).....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

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

*State if Certificate is required
Committee's Minute TUES. 2 NOV 1897

Assigned B.S. 10, 94



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

Screw shaft examined, 5638. Abn.
Small repairs to Main Boiler due
to wear steam.

It is submitted that
this vessel is eligible for
THE RECORD, B. S. 10, 97

[Signature]
30/10/97

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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