

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

(Received at London Office, FRI 3 AUG 89)

No. 4001 Date of Writing Report Aug 20 1889 Port of Merdeen
 No. in Reg. Book 349 Survey held at Merdeen Date first Survey Aug 13 Last Survey Aug 17 1889
 on the Machinery of the S.S. Glen Tanar Master J. Thomas No. of Visits 4
 Tonnage Gross 1596 Net 1028 Vessel built at Merdeen By whom A. Hall & Co When 1884 8
 Registered Horse Power 150 Engines made at Merdeen When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
 No. of Main Boilers 2 Owners The Merdeen Glen Linn S.S. Co Port Merdeen Voyage Newcastle
 Steam Pressure in Main Boilers 100 If Surveyed Afloat or in Dry Dock Abn dry dock Class of Vessel & Machinery
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey) 100 A. 9. 88

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) ✠ S. M. 69-88 S.S. Abn No. 1-88

(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

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Not done

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? _____

Special Damage

Examined this vessel while lying in the above dry dock for the purpose of seeing the new propeller fitted which had been recommended by Mr. Wells (the Society's Surveyor at Baltimore) in his damage survey Report dated Baltimore July 15. 1889. This has now been fitted. The after crank pin examined but what was thought to be a serious flaw was found to be but a water mark

Found the coupling bolts in the intermediate shaft fitting badly. The holes in the couplings have been reamed out and new bolts fitted. The lignum vitae removed in the Stern bush and the sea cock fastenings examined and found satisfactory

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. 1/89, B. & M.C. 1/89, or L.M.C. 1/89, as the case may be.)

The Engines and Boilers of this vessel so far as seen are now in good working condition and eligible in my opinion to remain as classed without fresh record of Survey.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ ✓ : :	16/8/ 1889
Special Damage Fee (per Section 28).....	£ 1 : 1 :	G.S.A.
*Certificate (if required) as per margin.....	£ : ✓ :	received by me,
Travelling Expenses (if chargeable).....	£ ✓ : :	Aug 20 1889

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

Committee's Minute _____
 Assigned Remain as classed

TUES 27 AUGUST 1889



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

L. & S. Form No. 9 - Transfer Ink - 6000, 28/1/89. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute)

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

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.

HOOI Abn
It is submitted that this
vessel is eligible
to remain so
Classed.
W.A.
23.8.09



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