

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

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 *D. 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 Line 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. 1. 9. 88*

Last Survey No. Port
 Particulars of Examination and Repairs (if any) *L 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 runed 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).....	£ ✓ : :	<i>16/8/ 1889</i>
Special Damage Fee (per Section 28).....	£ 1 : 1 :	
*Certificate (if required) as per margin.....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ ✓ : :	<i>Aug 20 1889</i>

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

Committee's Minute

Assigned

Remain as classed



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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. 2—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.

4001 Abn
It is submitted that this
vessel is eligible
to man as
Classed.
W.A.
23.8.89



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