

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

8123

MONDAY 12 SEPT 1887

No. 8123 Date of Writing Report 8<sup>th</sup> Sept 1887 Port of Glasgow  
 No. in Survey held at Glasgow Date, first Survey 1<sup>st</sup> Sept Last Survey 1<sup>st</sup> Sept 1887  
 Reg. Book. (No. of Visit One)  
 384 on the Machinery of the S. S. "Glen Gelder." Tons, Net 499 Gross 790  
 If Surveyed Afloat or in Dry Dock Harbour Vessel built at Aberdeen in 1881 Engines made in 1881  
 (State name of Dock.)  
 No. of Main Boilers One Made in 1881 Donkey Boiler made in 1881 Working Pressure, Main Boilers 80 lbs.;  
 Working Pressure, Donkey Boiler lbs.; Owners Aberdeen Glenline S. S. Co. L<sup>td</sup> Port Aberdeen  
 Last Survey No. 19970 Port Ave Class of Vessel and Machinery 100 A. 1. 12. 86  
 (As in Register Book.)

## Particulars of Repairs and Examination

L.M.C. 7. 85.

(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? } Yes

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?

Main boiler opened up and examined throughout. The top row of stays in steam space much corroded. (It has been arranged to have new stays fitted when the vessel returns from her present voyage in about three weeks time. Notice of arrival will be sent to London by the owners, should the vessel not return to this port.)

Landings pored and caulked where found necessary. All mountings examined and found in good order.

Donkey boiler examined externally as well as all mountings.

General Observations, Opinion, and Recommendation:—The above mentioned vessels machinery is in my opinion, as far as can be seen, in good order

eligible to remain as classed with the notation: B. S. 9. 87. provided steam space stays be renewed, safety valves adjusted & donkey boiler examined internally.

Office or Registration Fee (per Sec. 27).....	£ : : : .	Fees applied for 4/9 1887 received by me, 9/9 1887
Survey Fee (per Section 25).....	£ 2 : 2 : .	
Special Damage Fee (per Section 25).....	£ : : : .	
Travelling Expenses (if chargeable).....	£ : : : .	

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

Committee's Minute

TUESDAY 11 OCT 1887

Assigned

report to the 6/10/87.



the Ship No State if a Report

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

T. & S. Form No. 9—Transfer Ink—3000, 18/7/87. \* Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

