

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

No. *8153* Date of Writing Report *26th Sep. 1887* Port of *Glasgow* (Received at London Office, THURS 29 SEPT 1887)
 No. in Survey held at *Glasgow* Date, first Survey *15th Sept* Last Survey *24th Sep 1887*
 Reg. Book. (No. of Visits *4*)
841. on the Machinery of the *S. S. Glen Mackenzie*. Tons, Net *1930* Gross *2954*
 If Surveyed Afloat or in Dry Dock *Govan* Vessel built at *Leith* in *1882* Engines made in *1882*
 (State name of Dock.)
 No. of Main Boilers *two* Made in *1882* Donkey Boiler made in *1882* Working Pressure, Main Boilers *85 lbs.*;
 Working Pressure, Donkey Boiler *80 lbs.*; Owners *Bayzer Irvine & Co.* Port *Glasgow*
 Last Survey No. Port Class of Vessel and Machinery *100 A. 1. 5. 87.*
 (As in Register Book.)

Particulars of Repairs and Examination

(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? *✓*

Vessel placed in dry dock at which time all sea cocks and connections were examined and found in good order.

Propeller & fastenings examined & found in order.

All parts of engines opened up for examination and found in good order.

Main boilers examined throughout and found in good order with the exception of two stays in steam space somewhat corroded. These stays have been removed and new ones fitted. All mountings overhauled and examined.

Donkey boiler examined throughout and found in fair order.

Safety valves adjusted under steam.

General Observations, Opinion, and Recommendation:— *The above mentioned*

(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.)

Vessel's Machinery is now in my opinion in a good and efficient working order and eligible to be noted in the Register Book: T.L.M.C. 9. 87.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for <i>26/9/1887</i> received by me, <i>24/9/1887</i>
Survey Fee (per Section 28).....	£	3	3	
Special Damage, Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute *FRIDAY 30 SEPT 1887*

Assigned *L.M.C. 9. 87*

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.

8153.
It is submitted that this vessel
is eligible to have the
notification level 9.87
recorded

29/9/87



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