

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

8367

(Received at London Office, FRIDAY 21 FEB 1888)

No. 8364 Date of Writing Report 21st Jan^y 1888 Port of Glasgow
 Reg. Book. Survey held at Glasgow Date, first Survey 27th Jan^y Last Survey February 17 1888
336 on the Machinery of the "S. S. Gladiator" Master Swann Tons 404 Net 668 Gross
 If Surveyed Afloat or in Dry Dock Both Vessel built at Stockton in 1860 Engines made in 1881
(State name of Dock.) Belvoirhamph
 N.H.P. 80 No. of Main Boilers one Made in 1881 Donkey Boiler made in 188 Working Pressure, Main Boilers 80 lbs.;
 Working Pressure, Donkey Boiler 80 lbs.; Owners D. McPrayne Port Glasgow
 Last Survey No. _____ Port _____ Class of Vessel and Machinery 90 A. 7
(As in Register Book.)

Particulars of Repairs and Examination Annual Survey L.M.C 8/87
(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?

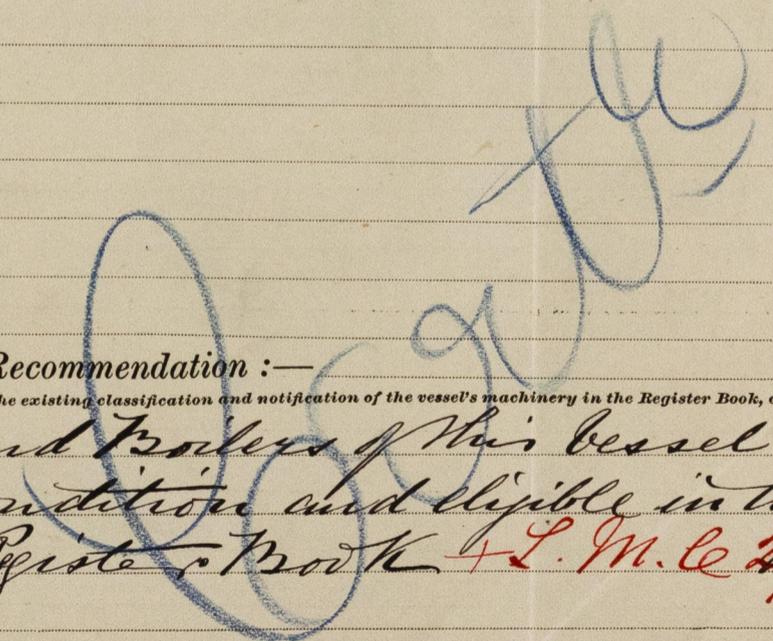
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Engines opened up and all the working parts examined
Crank shaft bearings, pumps, pipes, sea cocks, valves, and
all connections overhauled. Propeller and stern bush
examined

Main & Donkey Boilers examined and safety valves
set under steam

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.)
The machinery and Boilers of this vessel are now
in good working condition and eligible in my opinion
to be noted in the Register Book L.M.C 2/88



Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 26).....	£ 4 : 4 : -	<u>21/21</u> 1888
Special Damage, Fee (per Section 28).....	£ : :	Received by me,
*Certificate (if required) as per margin.....	£ : 2 : 6	
Travelling Expenses (if chargeable).....	£ : :	

James Mollison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Clyde District

Committee's Minute FRIDAY 24 FEB 1888

Assigned L.M.C 2/88

T. & S. Form No. 1. The Surveyors are requested not to write on or below the space for Committee's Minutes.

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.

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It is submitted that this vessel should have LMC 2.88 recorded.

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24.2.98



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF THIS

S.S. Gladiator: — Gutter waterways now formed from R20x to Forecastle, margin planks of foredeck. Waterways properly cemented. Sixteen ft of fore & aft tie plates on starboard side & 12 ft port side fore end of 8th House renewed. Thirty feet of W.P. Waterway starboard side & 16 ft port side in Forecastle renewed of P. Pine. The Bridge & Forecastle (whale back) 8th flat extending down over rounded gunwale to bulwark plating renewed of 2 1/2 inch pitch pine. Ammunition & E.T.B. hatchway renewed. Five bulwark plates renewed. New gangway door fitted & eight bulkhead steps. Solid hatch, 3 inch thick, fitted. Both masts, fore & topmast yards fitted of P. Pine & fags of spruce. New standing rigging of 3/4 inch & running do of hemp. About 200 ft of new sparring fitted. The vessel cleaned & repainted from above ceiling upwards. A new kedge anchor put on board - particulars as follow. Cert No 18137. ^{height 1 1/2 ft} 5-1 1/2 - 7-11-0-7 tested at Dudley by D. Harris. A new boat put on board.

J. Dawkins.