

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

No. *8364* Date of Writing Report *Feb 17th* 1888 Port of *Glasgow* (Received at London Office, FRIDAY 21 FEB 1888)  
No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *24th Jan* Last Survey *February 17th* 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. McBrayne* 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	<i>21/2/1888</i>
Survey Fee (per Section 28).....	£ <i>4</i> : <i>4</i> : <i>—</i>	Received by me,	
Special Damage, Fee (per Section 28).....	£ : :	<i>22/2/1888</i>	
*Certificate (if required) as per margin.....	£ : <i>2</i> : <i>6</i>		
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute *FRIDAY 24 FEB 1888*  
Assigned *L. M. C. 2/88*  
*James Mollison*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
*Clyde District*



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.

HA  
24.2.98



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Lloyd's Register  
Foundation

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



*Glasgow*  
*S.S. Gladiator*: — Gutter waterways now formed from Rade  
 to Forecastle, margin planks of freeboard. 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.D. 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 stops. Solid hatch. Iron thick fitted  
 Both masts, fore & main topsoil yards fitted of P. Pine & flags of  
 spruce re-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. <sup>Weight 15 cwt</sup> 5-1-7-7-11-0-7 tested at Dudley by D. Harris.  
 A new boat put on board.

J. Dawkins.