

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

No. **8333** Date of Writing Report **12th May 1883** Port of **Glasgow** (Received at London Office, **22 MAY 83**)
 No. in Reg. Book. **839** Survey held at **Glasgow** Date, first Survey **and** Last Survey **9th May 1888**
 on the Machinery of the **S. S. "Glan Macintosh"** Master **Allister** Tons **2636 Net**
3985 Gross
 If Surveyed **Afloat or in Dry Dock** **Govan** Vessel built at **Greenock** in **1883** Engines made in **1863**
 (State name of Dock.)
 N.H.P. No. of Main Boilers Made in 18 Donkey Boiler made in 18 Working Pressure, Main Boilers **85 lbs.;**
 Working Pressure, Donkey Boiler lbs.; Owners **Cayzer, Irvine & Co** Port **Glasgow**
 Last Survey No. Port Class of Vessel and Machinery **100 A 1. 1. 88**
 (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?
 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?

Docking Survey

When the vessel was in dry dock all sea cocks and connections were overhauled and examined. Propeller & fastenings examined and found in good order.

General Observations, Opinion, and Recommendation:—

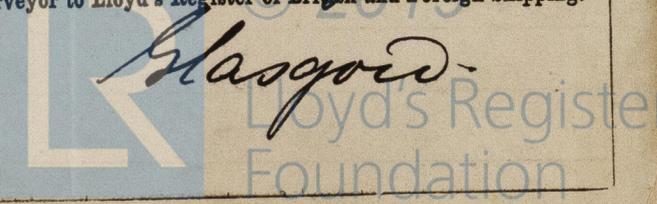
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)
 As far as can be seen from above examination, this vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	188
Special Damage, Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

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

Committee's Minute **FRI 25 MAY 83**

Assigned



8533-96

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.

It is submitted that this vessel is eligible to remain as classed.

W.P.
24/5/88



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