

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

8438

No. *8438* Date of Writing Report *24<sup>th</sup> Aug* 188*8* Port of *Glasgow*  
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *15<sup>th</sup> Aug<sup>th</sup>* Last Survey *21 August* 188*8*  
*806* on the Machinery of the *S.S. Glen Monroe* Master *C. Jones* Tons *1432* Net *2192* Gross  
 Surveyed Afloat & in Dry Dock *Govan* Vessel built at *Scotland* in 18*81* Engines made in 18*81*  
 C.H.P. *300* No. of Main Boilers *2* Made in 18*81* Donkey Boiler made in 18*81* Working Pressure, Main Boilers *90* lbs.;  
 Working Pressure, Donkey Boiler *60* lbs.; Owners *Cayzer, Irvine & Co* Port *Glasgow*  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery *100A13.88*  
 (As in Register Book.)

Particulars of Repairs and Examination *+ L.M.C. 6.87.*  
 (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? *✓*

## Annual Survey.

When this vessel was in dry dock all the sea cocks and chests were overhauled and examined -

Propeller and fastenings examined and found in order -

All parts of engines opened up, working parts overhauled and everything examined and found in good order -

The Main boilers have been examined throughout and along with all mountings found in good order. The Safety valves have been served up to old marks -

The Donkey boiler and mountings were on examination found in good order -

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 condition and eligible to be noted in the Society's Register: + L.M.C. 8.88.*

Office or Registration Fee (per Sec. 27) .....	£	:	:	Fees applied for
Survey Fee (per Section 25) .....	£	3	3	<i>25/8</i> 188 <i>8</i>
Special Damage, Fee (per Section 28) .....	£	:	:	} <i>MSD</i>
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable) .....	£	:	:	
				Received by me, <i>25/8</i> 188 <i>8</i>

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

Committee's Minute *TUES 28 AUGUST 1888*

Assigned *+ L.M.C. 988*



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

