

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

(Received at London Office,

No. 9612 Date of Writing Report January 31st 1890 Port of Glasgow
No. in Reg. Book. 297 Survey held at Glasgow Date, first Survey 13th January Last Survey Jan. 29th 1890
on the Machinery of the S.S. Gladiator Master Merr No. of Visits 10
Tonnage Gross 659 Net 422 Vessel built at Stockton By whom M. Pears & Son When 1860 9.
Registered Horse Power 80 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey)
No. of Main Boilers One Owners D. M. Brayne Port Glasgow Voyage Valencia
Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock Afloat & Dry Dock
in Donkey Boiler 40 lb (State name of Dock.) Queens & Govan Docks Class of Vessel & Machinery S.S. Gl. no. 188
(As in Register Book, including date of last Boiler Survey.) LMC 2, 3, 8

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Annual Boiler Survey

(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? _____

This vessel was placed in Dry Dock, all sea-cocks and valves examined externally, and found in good order; Propellers and fastenings all in good order.

Main Boiler opened out, cleaned and sealed, and on examination, found a few tubes in centre fire-box had been leaking, recommended, that they be all re-expanded, which has been done. All leaks in bottom of shell has been caulked up. Safety valves taken abrift and on examination found in good condition.

D. Boiler opened out cleaned and sealed, found on examination, that the joints of the longitudinal seams at bottom of fire box, in the line of fire bars, plates wasting away very much, there has been a patch put on at each of these seams three in number, which has been done in a satisfactory manner.

Safety Valve opened out and put in good working condition.

Steam raised in Main & Donkey Boilers, all parts of boilers found tight and satisfactory, safety valves adjusted to working pressures.

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

This vessel's machinery as far as seen is in good and efficient working condition, and eligible in my opinion, to remain as classed in Register Book, with the additional notation B.S. 1, 90

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 1 : 10
Special Damage Fee (per Section 28) £ : :
*Certificate (if required) as per margin £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for

29/1/1890

Received by me,

30/1/1890

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

Committee's Minute TUES 4 FEB 1890

Assigned BS 1, 90

Lloyd's Register Foundation

GLS154-0063

9612 gls.

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 have
B.S. 1-90
recorded-
N.A.
3.2-90



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.