

No. 13402

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

(Received at London Office THUR 23 MAY 1895)

Date of writing Report 22nd May 1895 When handed in at Local Office 22nd May 1895 Port of Glasgow  
 No. in Reg. Book 443 Survey held at Glasgow Date, First Survey 2nd April Last Survey 20th May 1895  
443 on the Machinery of the Wood, Iron or Steel S.S. Glen Mackenzie Master L. Summer  
 Tonnage { Gross 2954 Net 1930 Vessel built at Leith By whom Ramage & Ferguson When 1882 YEAR. MONTH. 4  
 Registered Horse Power 400 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1893  
 No. of Main Boilers 2 Owners Cayzer Irvine & Co. Port Glasgow Voyage Calcutta  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 85 If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 100 (State name of Dock.) Covered dry & 2 weeks

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Annual Built

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Is any special survey applied?	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u> <u>8.93</u>		<u>L.M.C.</u> <u>7.94.</u>

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes  
 Do. " Donkey " " " Yes, found it in good condition

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? \_\_\_\_\_  
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes, and found them in good condition.  
 At what pressure were they afterwards adjusted under steam? 85 lbs per sq. in.  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes, and found them in good condition  
 To what pressure were they afterwards adjusted? 90 lbs per sq. in.  
 If the Survey is not complete state what arrangements have been made for its completion? Complete.

When this vessel was in dry dock, the propeller, sea cocks and their fastenings were examined, recommended new rose to be fitted to main injection, which has now been done.

Examined cylinders, pistons, slide valves, air, circulating, bilge, & feed pumps, and all cranks, thrust, and straight shafting (excepting propeller) The low P Cylinder liner has been taken ashore, and bored out and new rings, and gunk ring fitted.

The main boiler opened up, and examined throughout, and found three of the furnaces in starboard, and four main stays in port boilers, also the four bottom ends of shell and end plates much corroded.

Recommended three new corrugated furnaces, four new stays, and four patches, flanged to take end & shell plates at bottom, to be fitted.

These boilers were taken on shore to the Glen Line repairing works, and the repairs recommended carried out, also retubing, and the boilers afterwards tested by hydraulic pressure to 170 lbs per sq. in.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as seen is in good condition, and eligible in my opinion to remain as classed, with fresh record of B.S. 5.95. in register book

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 1.10.  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 Fees applied for 2/5 1895  
 Received by me, 2/5 1895

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

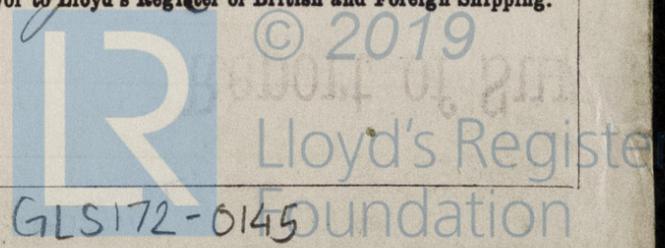
\*State if Certificate is required Yes  
 Committee's Minute FRI 24 MAY 1895  
 Assigned L.M.C. 5.95

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Glasgow

16-LRP-Form No. 9—Transfer Ink—5,000, 22/9/94.  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



on account of wear & tear  
Retentive repairs effected to  
Main Boilers & machinery

repairs to machinery  
It is submitted that  
this vessel is eligible for  
THE RECORD, L M C 5795

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23 5 95  
13702 gl.

M.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much cramped as to spread the ink, or cause it to show through to the other side.

Report of Survey River Repairs, &c., of Engines and Boilers  
No. 13702

*[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



Lloyd's Register  
Foundation