

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

(Received at London Office)

1 MAY, 25 MAY 1899

Date of writing Report 15th May 1899 When handed in at Local Office 15th May 1899 Port of Glasgow
No. in Reg. Book. 859 Survey held at Glasgow Date, First Survey 5 May Last Survey 17 May 1899
on the Machinery of the Wood, Iron or Steel S.S. Glen Mackenzie Master Mr. M. M. M. M.
Tonnage { Gross 2987 Net 1922 Vessel built at Leith By whom Ramage & Ferguson When 1892 YEAR. MONTH.
Registered Horse Power 362 Engines made at Barrow When 1898 Boilers, when made (Main) 1895 (Donkey) 1895
No. of Main Boilers 2 Owners Cayzer Irvine & Co Port Glasgow Voyage Cape Port
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 180 (State name of Dock) Govan Dry Dock
in Donkey Boilers 100

Last Survey No. 100 Port Dockkind and
Particulars of Examination and Repairs (if any) D. Oiler Survey
(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
If this was not done, state for what reasons? Main boilers not due for survey.
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 To what pressure were they afterwards adjusted under steam? ✓
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 97 lbs per sq. in.
Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? ✓
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 9/16"
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

When this vessel was in dry dock, the propeller, aft end of stern bush, & sea cock fastenings were examined and found in order.
Donkey boiler, with its safety valves and mountings, examined and found in good condition.

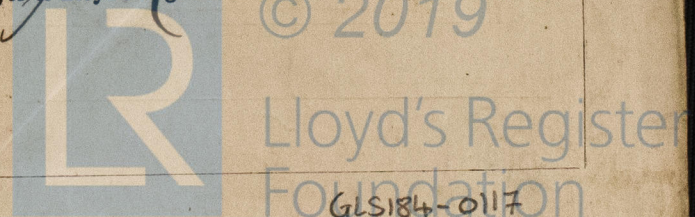
General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as seen, is in good condition, and is eligible in my opinion to remain as classed in register book.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee per Section 28 £ : : 18
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, George Murdoch
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
State if Certificate is required
Committee's Minute TUES. 30 MAY 1899 FRI. 6 OCT 1899
Assigned as now

5,000-18 18-Transat
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.

*Certificate to be sent to



Donkey Boiler examined.

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.** subject
to donkey boiler being
overhauled annually
next Survey due.

A.C.H.

25.5.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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