

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

No. *48485* Date of Writing Report *7.6.88* 188 Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *Apr. 30* Last Survey *June 6* 1888
395 on the Machinery of the *S. S. "Glenavon"* Master No. of Visits *4*
 Tonnage { Gross *2985* Vessel built at *Glasgow* By whom *Son. & Glas. Co.* When *1881* - *2*
 Net *1936* Engines made at *"* When *1881* Boilers, when made (Main) *1881* (Donkey)
 Registered Horse Power *530* Owners *Mc Lugh & Co.* Port *Glasgow* Voyage
 No. of Main Boilers *3* If Surveyed Afloat or in Dry Dock Class of Vessel & Machinery *100A1*
 Steam Pressure in Main Boilers *75 lbs.* (State name of Dock.) (as in Register Book.) *-1- L.M.C. 9.85.*
 in Donkey Boiler *45*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *For 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?

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?

Main boilers examined internally & externally & found to be in good condition, the only repairs required being some slight caulking & some corner patches at both ends of middle furnaces in Port Boiler. Safety valves in good condition & set under steam to 75 lbs.

Which boiler examined, 2 stays in Steam space found to be slightly corroded, these will be renewed on the vessel's return the remainder of boiler in good condition. Safety valve in good condition loaded with a direct weight to the reduced pressure of 45 lbs.

General Observations, Opinion, and Recommendation:— The boilers being now in good & safe working condition renders the vessel eligible in my opinion to remain as classed & have the notification B.S. 6. 88 recorded, provided that the boilers are again examined within 12 mths. as per rule.

(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.)

Office or Registration Fee (per Sec. 27) £ *1/11* Fees applied for
 Survey Fee (per Section 28) £ *2/2* 188
 Special Damage, Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, *Geo. E. Wierenson* 1888

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

Committee's Minute TUE 12 JUN 83

Assigned

B S 6/88



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Lloyd's Register Foundation

Lon 683-0173

It is submitted that this
vessel is eligible to have
B.S. 6.86 recorded

HL
11.6.88.

