

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

(Received at London Office,

SAT 6 OCT 1888

No. *358* Date of Writing Report *6. 10. 88* 188 Port of *London*
 No. in Reg. Book. *358* Survey held at *London* Date, first Survey *Sept 24* Last Survey *Oct 5* 1888
 on the Machinery of the *S. S. "Glenartney"* Master *James* No. of Visits *4*
 Tonnage Gross *2143* Net *1400* Vessel built at *Glasgow* By whom *Lon & Glas. Co.* When *1873-9*
 Registered Horse Power *320* Engines made at *"* When *1873* Boilers, when made (Main) *1873* (Donkey)
 No. of Main Boilers *4* Owners *M. & G. Gregor Lon & Co.* Port *Glasgow* Voyage
 Steam Pressure in Main Boilers *65 lbs* If Surveyed Afloat or in Dry Dock *Greens & Afr.* Class of Vessel & Machinery *100 A 1*
 in Donkey Boiler *40* (State name of Dock.) (As in Register Book.) *L.M.C. 10.87*

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?

Vessel placed in dry dock sea connections examined & found to be in good condition, the propeller & its fastenings sound & the tail shaft down 1/4" in stern bush.

Main boilers examined internally & externally one riveted patch in St. Fowd. boiler middle furnace has been extended one in after furnace of same boiler riveted. - The boilers generally appear to be in fair condition. Safety valves in good condition & tested under steam to the working pressure of 65 lbs.

Which boiler examined & found in good condition. Safety valve in good condition & loaded with a direct weight to 40 lbs.

General Observations, Opinion, and Recommendation:-- *The boilers being now in good*
 (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.)

& safe working condition renders the vessel eligible in my opinion to remain as classed & have the notification B. S. 10.88 recorded subject to the boiler being again examd. within 12 mths as per rule

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 11.10. 1888 received by me, 6/11/ 1888 ASD
Survey Fee (per Section 28)	£ 2: 2:	
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute

Assigned

FRIDAY 12 OCT 1888

BS 10.88



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Lloyd's Register
 Foundation
 LON684-0108

It is submitted that
this vessel is eligible
to have B.S. 10-88
recorded.

ALL
11/10/88

