

48836

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

(Received at London Office, SAT 22 SEPT 1888)

No. *370* Date of Writing Report *21. 9. 88* 1888 Port of *London*

No. in Reg. Book. *370* Survey held at *London* Date, first Survey *Aug. 31* Last Survey *Sept. 20 1888*

*on the Machinery of the S. S. "Glencoe"* Master *W. J. ...* No. of Visits *4*

Tonnage { Gross *2913* Net *1901* Vessel built at *Glasgow* By whom *Lon. & Glas. Co.* When *1878-11*

Registered Horse Power *530* Engines made at *"* When *1878* Boilers, when made (Main) *1878* (Donkey) *"*

No. of Main Boilers *2* Owners *Mc. Spigan Low & Co* Port *Glasgow* Voyage *"*

Steam Pressure in Main Boilers *75 lbs* If Surveyed Afloat or in Dry Dock *"* Class of Vessel & Machinery *100 A1*

in Donkey Boiler *45* (State name of Dock.) *"* (As in Register Book.) *L.M.C. 4. 87.*

Last Survey No. *48253* Port *London* *SS No 2. 87*

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?

*Examined two double ended Main boilers internally & externally, some of the corners at back end of furnaces have riveted patches & all appear sound, the boilers appear to be in fairly good condition throughout.*

*Safety valves in good condition & set under steam to 75 lbs*

*Which boiler & safety valve examined found in good condition & tested under steam to 45 lbs*

General Observations, Opinion, and Recommendation:-- *The boilers being now in*

(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.)

*good & safe working condition renders the vessel eligible in my opinion to remain as classed than the notification BS 9. 88 recorded, provided that the boilers are again examd. within 12 months as per rule.*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for 13 10 1888 received by me, 6 11 1888
Survey Fee (per Section 28)	£	2	2	
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

*Geo. J. Merriam*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

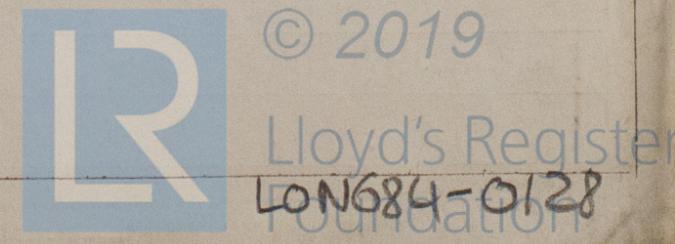
Committee's Minute *TUES 16 OCT 1888*

Assigned *BS 9. 88*

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

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

T. & S. Form No. 9—Transfer Ink—5000, 25/4/88. \* Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)



It is submitted that this  
vessel is eligible to have  
B.S. 9. 88 recorded

Ad

15.10.88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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