

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

48948

(Received at London Office,

MON 19 NOV 1888

No. 60 Date of Writing Report 1888 Port of London
 No. in Reg. Book. 60 Survey held at London Date, first Survey Nov. 13 Last Survey Nov. 16 1888
 on the Machinery of the S.S. "Glenavon" Master No. of Visits 3
 Tonnage Gross 2985 Net 1986 Vessel built at Glasgow By whom Lon. & Glas. Co. When 1881 Boilers, when made (Main) 1881 (Donkey)
 Registered Horse Power 530 Engines made at When 1881 Boilers, when made (Main) 1881 (Donkey)
 No. of Main Boilers 3 Owners M^r. G. H. & Co. Port London Voyage
 Steam Pressure in Main Boilers 75 lbs Surveyed Afloat or in Dry Dock S. W. I. Docks Class of Vessel & Machinery 100 A 1
 in Donkey Boiler 42 (State name of Dock.) (as in Register Book.) - I.M.C. 3.85

Last Survey No. Port S. No. 95 B. No. 87

Particulars of Examination and Repairs (if any) For Annual Bln. 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 three main double ended boilers internally & externally & found them in good condition. Safety valves in good condition & tested under steam to the W.P. of 75 lbs. Which boiler examined, back plate of comb. chr. found to be thin, stays in steam space somewhat wasted, & shell round mud hole down at back of boiler thin, the latter has had a doubling plate fitted overall & the don dispensed with. The owners propose to lift this boiler out for a thorough repair at the end of the present intended voy. Safety valve set under steam to 42 lbs.

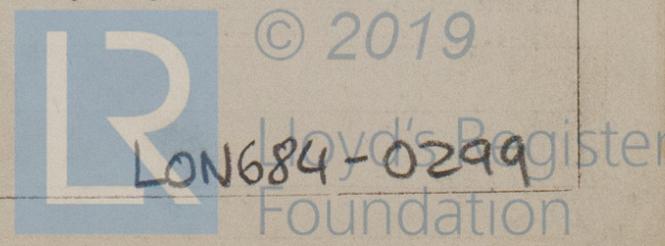
General Observations, Opinion, and Recommendation:— *The boilers being now in good & safe working condition renders the vessel eligible in my opinion to remain as classed than the notification B.S 11.88 recorded subject to the Main boilers being again examd. within 12 mths. as per rule & the which do. in 6 mths. on acct. of its condn.*

(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).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2:	21. 11. 188. 8
Special Damage, Fee (per Section 28)	£ : :	} <i>[Signature]</i>
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	
		Received by me, <u>6/12 188. 8</u>

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

Committee's Minute FRIDAY 23 NOV 1888
 Assigned BS 11/88 subject to



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

It is submitted that this vessel
is eligible to have B.S. 11. 88
recorded subject to the
donkey boiler being
again examined within
6 mos.

ALD
13.11.88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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