

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

(Received at London Office,

SAT 17 AUGUST 1889

No. *309* Date of Writing Report *August 1889* Port of *London*  
 No. in Reg. Book. *309* Survey held at *London* Date, first Survey *August 16<sup>th</sup>* Last Survey *August 16<sup>th</sup> 1889*  
 on the Machinery of the *S.S. Glamorgan* Master *Wm. J. Jones* No. of Visits *1*  
 Tonnage Gross *2836* Net *1843* Vessel built at *Glasgow* By whom *Lon & Glas S.B. Co* When *1884* YEAR. MONTH.  
 Registered Horse Power *450* Engines made at *"* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*  
 No. of Main Boilers *2* Owners *Prop<sup>r</sup> to Gentles* Port *London* Voyage  
 Steam Pressure in Main Boilers *90* If Surveyed Afloat or in Dry Dock *R. Albert* Class of Vessel & Machinery  
 in Donkey Boiler *50* (State name of Dock.) *Ob* (As in Register Book, including date of last Boiler Survey.) *100A1.12.84*  
 Last Survey No. *759* Port *Ob* *+LMC.1.85-*

## Particulars of Examination and Repairs (if any) *Part of S.S. No 1*

(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 safety valves set to 90 lbs. Donkey boiler examined, tested to 45 lbs water pressure, & safety valves set to 50 lbs per sq inch*

## General Observations, Opinion, and Recommendation:— *The machinery of this*

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or  $\pm$  L.M.C. 1/89, as the case may be.)

*remains now in a satisfactory condition, & she is eligible in my opinion to be marked in the Reg<sup>r</sup> Book with +LMC. 4.89*

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

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

Committee's Minute *FRIDAY 30 AUGUST 1889*

Assigned

*+LMC 7.89*



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Lloyd's Register Foundation

LON687-0067

now sent on the Ship

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



It is submitted that this  
vessel is eligible to have  
+ LMC 7.89 recorded

ALH  
24.8.89

