

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

(Received at London Office, TUES 26 NOV 1889)

No. 357 Date of Writing Report 1889 Port of London  
 No. in Reg. Book. 357 Survey held at London Date, first Survey 22 Nov Last Survey 1889  
 on the Machinery of the S.S. Glenavon Master                      No. of Visits 1  
 Tonnage (Gross 2985 Net 1936) Vessel built at Glasgow By whom London & Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey)                       
 Registered (Horse Power) 530 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey)                       
 No. of Main Boilers 3 Owners W. Gregor Gow & Co Port Glasgow Voyage                       
 Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock W & Dk. Class of Vessel & Machinery 100 H. 1. 1188  
 in Donkey Boiler                      (State name of Dock.)                      (As in Register Book, including date of last Boiler Survey.) 125. 11. 88.  
 Last Survey No.                      Port                      1885 + L.M.C. 9.85.

Particulars of Examination and Repairs (if any) Completion of 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?

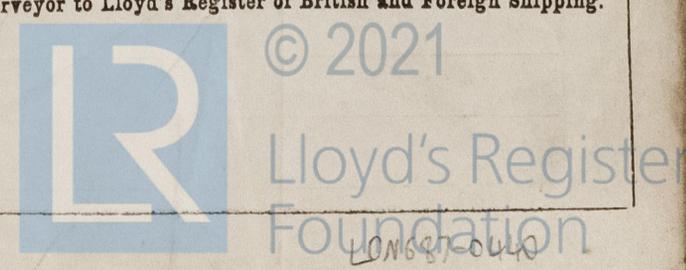
Examined the central boiler internally and found it in a good condition  
The donkey boiler safety valves were found to be in good working order and to blow off at 50 lb.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to have the recommendation of the London Report No 49483 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 25).....	£	1	—	28 11 1889
Special Damage Fee (per Section 23).....	£	:	:	received by me, 30/12 1889
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute FRIDAY 29 NOV 1889  
 Assigned + L.M.C. 5789  
Note non limit



No. 2—Transfer Ink—6000, 28/1/89. \* Certificate to be sent.

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

It is submitted that this vessel  
is eligible to have  
+ L.M.C. 589 recorded and  
to have its name  
expunged from the  
limited list.

W.A.  
28-11-89

