

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

50686

(Received at London Office,

FRI 30 MAY 1890

No. *387* Date of Writing Report *28 May* 18*90* Port of *London*
 No. in Reg. Book. *387* Survey held at *London* Date, first Survey *27 May* Last Survey *28 May* 18*90*
 on the Machinery of the *Iron steamer Glenavon* Master *James* No. of Visits *2*
 Tonnage Gross *1936* Net *2985* Vessel built at *Glasgow* By whom *London & Glasgow Co* When *1881* YEAR. MONTH. *2*
 Registered Horse Power *530* Engines made at *Glasgow* When *1881* Boilers, when made (Main) *1881* (Donkey) *1889*
 No. of Main Boilers *3* Owners *Mr Gregor Gow & Co* Port *Glasgow* Voyage *China*
 Steam Pressure in Main Boilers *75* Not Surveyed *Afloat or in Dry Dock* *Greens* Class of Vessel & Machinery *100 A1-5, 89*
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *June - 5, 89*
 Last Survey No. *55* Port *London* *80 2-89*

Particulars of Examination and Repairs (if any)

(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? *main only.*
 If this was not done, state for what reasons? *Donkey boiler new.*

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 three main boilers and domes and found them in good condition.

*To complete the survey - the main valves require to be examined and adjusted.
 Vessel sails for Antwerp on the morning of the 29th*

General Observations, Opinion, and Recommendation:—

(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 L.M.C. 1/89, as the case may be.)

*The machinery as far as seen now appears in a sound & efficient condition, rendering the vessel eligible in my opinion to remain as classed and to have **BS-5 89** recorded when the survey has been completed as above.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	2	-	31/5 1890
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	6/6 18 90

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

TUES 8 JULY 1890

Committee's Minute TUES 3 JUNE 1890

Signed

None



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Lloyd's Register Foundation

LON689-0400

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

* Certificate to be sent to

L.L.R.-6300, 91219

It is submitted that this vessel will be
eligible to have B.S. 5-90 recorded,
when the safety valves of the
~~Main boilers~~ have been
examined and
adjusted under
steam.

N.A.

2-6-90

