

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

50847

THURS 3 JULY 1890

No. *25-4256* Date of Writing Report *28th June 1890* Port of *London*
 No. in Reg. Book *530* Survey held at *London* Date, first Survey *June 11th* Last Survey *June 28 1890*
 on the Machinery of the *S.S. "Glenaron"* Master *Jacobs* No. of Visits *3*
 Tonnage Gross *2985* Net *1936* Vessel built at *Glasgow* By whom *Lon & Glas S. Coy* When *1881* Boilers, when made (Main) *1881* (Donkey) *1888*
 Registered Horse Power *530* Engines made at *"* When *1881* Boilers, when made (Main) *1881* (Donkey) *1888*
 No. of Main Boilers *3* Owners *M^r Gregor Gow & Co* Port *Glasgow* Voyage *"*
 Steam Pressure in Main Boilers *45* If Surveyed Afloat or in Dry Dock *A. M. S. S. S.* Class of Vessel & Machinery
 in Donkey Boiler *50* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. *50086* Port *London* *S.S. Ton No 2-89*
 Particulars of Examination and Repairs (if any) *Completion of BS.*
 (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?

Donkey boiler & its safety-valves run, also main safety-valves

*Main boilers blow at 45 lbs per sq inch
 Donkey " " " 50 " " " "*

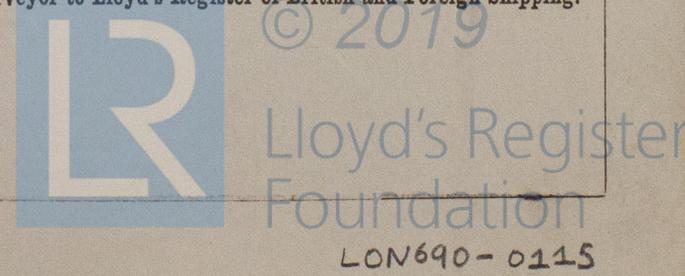
General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
As far as run this vessel's machinery is in good condition, & slight ^{in my opinion} to remain as classed, & to have BS-5-90 recorded in the Reg. Book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	10	} 7/7 1890
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	} Received by me, 1/7 1890
Travelling Expenses (if chargeable).....	£	:	:	

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

TUES 8 JULY 1890

Assigned *B.S. 5.90*



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.

It is submitted that this vessel is eligible to have B. S. 590 recorded.
W.A.
7790

