51224

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

(Received at London Office. FRI 17 OCT 1890)

No. ____ Date of Writing Report October 14th 1890 Port of London

No. in Reg. Book. 413 Survey held at London Date, first Survey Oct 7th Last Survey Oct 14th 1890

on the Machinery of the S.S. "Glanton" Master G. Taylor No. of Visits 2

Tonnage Gross 931 Net 601 | Vessel built at Dundee By whom Gourlay Bros & Co When 1866 (Year) 10 (Month)

Registered Horse Power 120 | Engines made at " When 1881 Boilers, when made (Main) 1881 (Donkey) 1881

No. of Main Boilers 2 | Owners Gen Steam Nav Coy Port London Voyage ____

Steam Pressure in Main Boilers 75 lbs | If Surveyed Afloat or in Dry Dock Afloat in the River (State name of Dock.)

in Donkey Boiler 50 lbs

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100 A1 · 2 · 84 +LMC · 9 · 88 +NE+B · 81

Last Survey No. 50269 Port London S.S. Lon 202-87

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?

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 & donkey boilers examined also safety valves for the same & found them in good condition

Main safety valves blow at 75 lbs per sq inch
Donkey " " " " 50 " " " " dead wt

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 seen this vessel's machinery is in good condition, & she is eligible in my opinion to be classed +LMC. 10. 90, when the rest of the machinery has been examined

Office or Registration Fee (per Sec. 27) ..... £ : :
Survey Fee (per Section 28) ..... £ 1 : 10 :
Special Damage Fee (per Section 28) ..... £ : :
*Certificate (if required) as per margin ..... £ : :
Travelling Expenses (if chargeable) ..... £ : :

Fees applied for 20 10 1890
received by me, 6/1 1891

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

TUES 21 OCT 1890

Committee's Minute

Assigned B 21/10/90

T. & S. Form No. 9—Transfer Ink—6000, 9/12/89. * Certificate to be sent to ____ (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is eligible to have B.S. 10-90 recorded -

N. A.
20-10-90

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.