

51922

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

FRI. 29 MAY 1891

(Received at London Office)

No. _____ Date of Writing Report 28th May 1891 Port of London
 No. in Reg. Book. 267 Survey held at London Date, first Survey 3rd May Last Survey 26th May 1891
 on the Machinery of the S.S. "Glenagle" Master E. Park No. of Visits 6
 Tonnage Gross 2798 Net 1838 Vessel built at Glasgow By whom Lon. & Glas. C^o Lim^d When 1877 1
 Registered Horse Power 530 Engines made at D^o When 1877 Boilers, when made (Main) 1877 (Donkey) ✓
 No. of Main Boilers Two Owners M^o Grogan & C^o Port Glasgow Voyage China
 Steam Pressure in Main Boilers 70 lb If Surveyed Afloat or in Dry Dock Block
 in Donkey Boiler 50 lb (State name of Dock.) W. & A. S. D^o & S. W. S. D^o Class of Vessel & Machinery 100 A 1.49
 Last Survey No. 49604 Port London S. Lon. No. 3 6.89 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 5.89

Particulars of Examination and Repairs (if any) Annual R.S. & Condition
 (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 Main Boiler separately and make a thorough examination at this time? Yes.
 Do. " Donkey " " " " Yes.
 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? ✓
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.
 At what pressure were they afterwards adjusted under steam? 70 lb
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.
 To what pressure were they afterwards adjusted? 50 lb

Vessel placed in dry dock
Examined propeller, all sea connections & their fastenings
found satisfactory.
Front half of Centre Furnace Crown (in Star-boiler) cut out &
renewed.
Tested Star-main boiler by hydraulic press to 100 lb per sq. inch found
workmanship satisfactory.

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.C.M.S. 1.89, or L.M.C. 1.89, as the case may be.)

As far as seen the machinery of this vessel is in good work-order and in my opinion eligible to remain as classed & have B.S. 5.91 recorded in the Register Book.

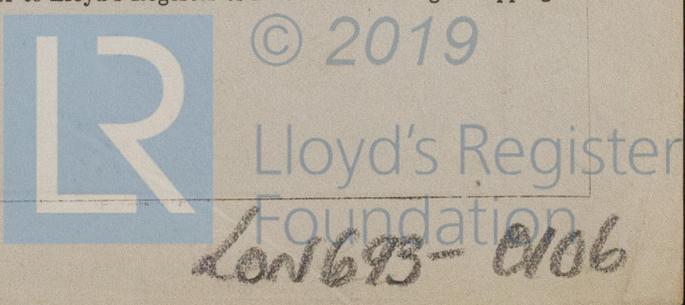
Office or Registration Fee (per Sec. 21).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : - -	<u>30/5/18 91</u>
Special Damage Fee (per Section 23).....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<u>9.9 18 91</u>

*State if Certificate is required _____

Committee's Minute TUES. 2 JUN 1891
 Assigned B.S. 5/91

State if a Report is also now sent on the Ship or if not selected, one will be sent.
 The Surveyors are requested not to write on or before the space for the Certificate's Minute.
 L.M.C. 1.89, B.S. 1.89, B.C.M.S. 1.89, or L.M.C. 1.89, as the case may be.
 Office or Registration Fee (per Sec. 21).....
 Survey Fee (per Section 28).....
 Special Damage Fee (per Section 23).....
 Travelling Expenses (if chargeable).....
 *State if Certificate is required _____
 Committee's Minute _____
 Assigned _____

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 for the record

B.S. 5 91

C. J. S.

1.6 91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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