

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

No. \_\_\_\_\_ Date of Writing Report 24<sup>th</sup> Oct 1891 Port of London (Received at London Office. MON. 26 OCT 1891)

No. in Reg. Book. 260 Survey held at London Date, first Survey 17<sup>th</sup> Oct Last Survey 17<sup>th</sup> Oct 1891  
on the Machinery of the S.S. "Glenavon" Master Jacobs No. of Visits 1

Tonnage { Gross 2986 Vessel built at Glasgow By whom Lou. & Glas. Co. Ltd. When 1881 2  
Net 1912 Engines made at Newcastle When 1891 Boilers, when made (Main) 1891 (Donkey) ✓

Registered Horse Power 330 Owners M. & G. & Co. Port Glasgow Voyage China

No. of Main Boilers ✓ Steam Pressure in Main Boilers 160 lbs of Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery +100A1.3.91  
in Donkey Boiler ✓ (State name of Dock.) Greens (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) -1-NB. 3.91

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ SS Lou. N<sup>o</sup> 2.89 + LMC 3.91

Particulars of Examination and Repairs (if any) 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?  
Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

essel placed in graving dock  
key and propeller & all sea connection fastenings found same in good order

## 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. 1,91, B.&M.S. 1,91, or ~~X~~L.M.C. 1,91, as the case may be.)

As far as seen the machinery of this vessel is in good working order & eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	18
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	Received by me,
			18

\*State if Certificate is required \_\_\_\_\_

Committee's Minute TUES. 27 OCT 1891

Assigned As now

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

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

\*Certificate to be sent to \_\_\_\_\_

16.-L. R. F. Form No. 9.-Transfer Ink-5,000, 18/9/91  
(The Surveys 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.



It is submitted  
that this vessel is eligible to remain  
AS CLASSED.

CdP  
26.10.91

