

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

52561

(Received at London Office, WED. 23 DEC 1891)

No. 294 Date of Writing Report 21st Dec 1891 Port of London
 No. in Reg. Book 294 Survey held at London Date, first Survey 5th Dec Last Survey 15th Dec 1891
 on the Machinery of the Sp. "Glenlyon" Master Murray No. of Visits 6
 Tonnage { Gross 2160 Net 1410 Vessel built at Glasgow By whom Lou. & Gl. Co When 1872 Boilers, when made (Main) 1885 (Donkey) ✓
 Registered Horse Power 275 Engines made at " When 1872 Boilers, when made (Main) 1885 (Donkey) ✓
 No. of Main Boilers Two Owners McGregor Gow & Co Port Glasgow Voyage China
 Steam Pressure in Main Boilers 75 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A1.491
 in Donkey Boiler 50 lbs (State name of Dock.) West India (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-NB 9.85
 Last Survey No. Port S.S. Gls. N^o 3. 9. 85 S.S. Lou. N^o 1. 89. LMC 6. 89

Particulars of Examination and Repairs (if any) B.S. (annual)
 (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? 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? ✓

Examined main & donkey boilers & their safety valves in 14 & 15th Dec
Several screw stays in donkey boiler taken out & renewed otherwise all in good order
Tested main & donkey boilers under steam & regulated their safety valves to lift at 75 lbs & 50 lbs respectively.

Vessel placed in graving dock
Examined propeller, found key slack in boss - renewed same & re-fitted propeller. All sea connections & fastenings found 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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

So far as seen the machinery of this vessel is in good working order & eligible in my opinion to remain as classed & has B.S. 12.91 recorded in the register book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	- -	} <u>28/12/1891</u> received by me, <u>29.1.1892</u>
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute TUES. 29 DEC 1891
 Assigned B.S. 12.91



State if a Report is also now sent on the Ship...
 LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING

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

