

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

52919

WED. 20 APR 1892

(Received at London Office)

No. 295 Date of Writing Report 19.4.92 18 18 Port of London

Survey held at London Date, first Survey Feb. 22 Last Survey Apr. 12 1892

on the Machinery of the S.S. "Glenmanna" Master No. of Visits 6

Tonnage { Gross 738 Vessel built at N. Shields By whom Smith When 1871-1
 Net 473 Engines made at Nwe. When 1871 Boilers, when made (Main) 1880 (Donkey)

Registered Horse Power 98 Owners Sollas & Son Port Voyage

No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock At sea Class of Vessel & Machinery 1-90A1

Steam Pressure in Main Boilers 60 lbs. (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.N.C. 2.90
B.S. 1.91

in Donkey Boiler 40 Last Survey No. Port S.S. Ion: No 1-90
S.S. No 3-4, 85

Particulars of Examination and Repairs (if any) Annual B.S. & Don.

(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?

Vessel placed in dry dock, sea combs: exd. found in good condtn.
 Propellers disconnected, tail shft. drawn, exd. found in good condtn.
 the stern bush reworked & propellers replaced
 Main Boiler exd. internally & externally. Covering plates fitted to after end of crown of boiler internally & front plate, these plates were removed. The shells exd. found more or less pitted & new covering plates fitted reworked. baffle plates to be fitted outside boiler which has been done. Two covering patches fitted over leaky seams at bottom of shell & others caulked. Boilers generally found in good condtn.
 Safety Valves in good condtn. & tested under steam to 60 lbs in
 Main boiler exd. found in good condtn. Safety Valves in good condtn. & tested under steam to 40 lbs in
 Exd. brk. & thrust shft. in good condtn.
 Live pump

General Observations, Opinion, and Recommendation:— The boilers being now in good
 (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 L.M.C. 1,91, as the case may be.)
& safe workg. condtn. renders the vessel eligible in my opinion to remain as classed than the notfn. B.S. 4.92 recorded

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

Fees applied for 20/4/1892
 Received by me, Geo. E. Nicolson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 paid 30/3/92

Committee's Minute FRI 22 APR 1892

Assigned B.S. 4.92

16.-L. R. P. H. -Form No. 3.-Transfer Ink. -2000, 18/8/81
 *The Surveyors are requested not to write on or below the space for Committee's Minute.
 of whether, and when, one will be sent.

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. 4-92

N.A.
20-4-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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