

53226

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

(Received at London Office)

WED. 6 JUL 1892

No. 298 Date of Writing Report 5<sup>th</sup> July 1892 Port of London  
No. in Reg. Book 298 Survey held at London Date, first Survey 29<sup>th</sup> June 1892 Last Survey 29<sup>th</sup> June 1892  
on the Machinery of the S/S Glenlyon Master Murray No. of Visits 1  
Tonnage { Gross 2160 Vessel built at Glasgow By whom Low & Co. L<sup>td</sup> When 1872 10  
Net 1410 Engines made at St. ... When 1872 Boilers, when made (Main) 1885 (Donkey) 1885  
Registered 275 Owners McGregor & Co. L<sup>td</sup> Port Glasgow Voyage Constantinople  
Horse Power {  
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Dry Dock  
Steam Pressure in Main Boilers 75 lb (State name of Dock.)  
in Donkey Boiler 50 lb Class of Vessel & Machinery 1-100 A1  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
Last Survey No. 1191 Port London  
S.S. L<sup>td</sup> No. 1.89 4-NB.9.85  
S.S. Glen No. 3.9.85 LMC 6.89  
B.S. 12.91

## 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 Main Boiler separately and make a thorough examination at this time? No  
Do. " Donkey " " " No  
If this was not done, state for what reasons? Not due  
And what parts of the Boilers could not be thus thoroughly examined? None  
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? None  
Did the Surveyor examine the Safety Valves of the Main Boiler? No  
At what pressure were they afterwards adjusted under steam? None  
Did the Surveyor examine the Safety Valves of Donkey Boiler? No  
To what pressure were they afterwards adjusted? None

The vessel was placed in the dry dock  
Examine Propeller, stern bush & sea connection Jacking, found all  
in good order

General Observations, Opinion, and Recommendation:— The machinery as far  
(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, 21, D.&M.S. 1, 21 or L.M.C. 1, 21, as the case may be.)  
as seen is in good working order and in my opinion the  
vessel is eligible 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)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

\* State if Certificate is required  
Committee's Minute FRI 22 JUL 1892

Assigned as none



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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

12—LRPH Form No. 9—Transfer Ink—5,000, 27/2/92.  
(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.



*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

*J.R.*

*20-7-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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