

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

THUR 17 NOV 1892

(Received at London Office

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Date of writing Report Nov 16 18 92 When handed in at Local Office is Port of London

No. in Reg. Book. Survey held at London Date, First Survey Nov 14 Last Survey Nov 14 18 92

264 on the Machinery of the Wood, Iron or Steel S.S. "GLENAYON." Master Jacobs (No. of Visits one)

Tonnage { Gross 2986 Vessel built at Glasgow By whom London Glasgow Ltd When 1884 2  
 Net 1912 Engines made at Newcastle When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
 Registered Horse Power 330 Owners M<sup>r</sup> Greger Gow & Co Port Glasgow Voyage China  
 No. of Main Boilers - If Surveyed Afloat or in Dry Dock Silbury Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure— 160 lbs in Main Boilers - in Donkey Boiler -

ast Survey No.                      Port                       
Particulars of Examination and Repairs (if any) Conditor

*(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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	"	"
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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?

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?

If the Survey is not complete state what arrangements have been made for its completion?

Examined propeller, stem bush & sea connection's fastenings, found the same to be in good condition.

General Observations, Opinion, and Recommendation: *This vessel's machinery is now as*

(State clearly what alteration, if any, is suggested to be made in the existing classification, thus, for example, B.S. 0.02, B.&M.S. 0.02 or  $\times$ L.M.C. 0.02, as the case may be.)

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

\*State if Certificate is required

Committee's Minute TUES, 22 NOV 1892

*Assigned*

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

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*It is submitted that  
this vessel is eligible to  
remain AS CL 153522*

*N.A.*

*18-11-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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