

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

No. 54579

WED. 19 JUL 1893

(Received at London Office)

Date of writing Report July 17 1893 When handed in at Local Office London Port of London  
 No. in Reg. Book 275 Survey held at London Date, First Survey June 2 Last Survey July 17 1893  
275 on the Machinery of the Wood, Iron or Steel S.S. "GLENAYON" Master Jacobs  
 Tonnage { Gross 2986 Vessel built at Glasgow By whom London & Glasgow Co. When 1881 2-  
 Net 1912 Engines made at Newcastle When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
 Registered Horse Power 330 Owners Mr. Gregor, Glasgow, & Co. Port Glasgow Voyage China  
 No. of Main Boilers Two If Surveyed Afloat or in Dry Dock S.W. India Dock & Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 160 lbs. in Donkey Boiler 80 lbs.

Last Survey No. S.S. No. 3 Port London  
 Particulars of Examination and Repairs (if any) S.S. No. 3

(Periodical Surveys, when held, must be reported in detail and serially 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? Yes.  
 Do. " Donkey " " " 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? -  
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.  
 At what pressure were they afterwards adjusted under steam? 160 lbs per sq"  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.  
 To what pressure were they afterwards adjusted? 80 lbs per sq"  
 If the survey is not complete state what arrangements have been made for its completion? Completed.

Examined Main & Donkey Boilers internally & externally & safety valves, also Cylinders, Pistons, Slide Valves, Pumps & Condenser, Sea & Bilge connections; crank, Thrust, & Pinnell shafts & propeller & fastenings, all found to be in good condition, with the exception of the High Pressure Cylinder liner which was much worn at the half stroke & two blades of the propeller which were broken off at the tips.  
Repairs. A New liner was satisfactorily fitted in the H.P. Cylinder & two new blades were fitted to the propeller.  
 The Boilers & machinery were afterwards seen under steam & the safety valves were adjusted to lift at their respective working pressures

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in good condition & in my opinion the vessel is eligible to remain as classed & have notification. ✱ L.M.C. 7. 93. recorded in the Register book

Office or Registration Fee (per Sec. 27) £ 5.10.0 Fees applied for 26.1.93  
 Survey Fee (per Section 28) £ 5.10.0 26.1.93  
 Special Damage Fee (per Section 28) £  
 Travelling Expenses (if chargeable) £ Received by me, 29/1/18 94

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

\*State if Certificate is required  
 Committee's Minute FRI 28 JUL 1893  
 Assigned + L.M.C. 7. 93

TUES. 30 JAN 1894  
FRI 5 APR 1895

LLOYD'S REGISTER  
FOUNDATION  
LON699-0329

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

14-11111-Form No. 9-Transfer Ink-10,000, 20,700.

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



It is submitted that  
this vessel is eligible for  
THE RECORD + L MC. 7. 93 -

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.

on account of wear & tear, a  
new liner has been fitted  
to the H.P. cylinder, & 2 new  
blades fitted to the  
propeller -

26/7/93 -

