

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

(Received at London Office 10.2.94)

Date of writing Report 10.2.94 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Jan 11 Last Survey Feb 5 1894 (No. of Visits 3)

309 on the Machinery of the Wood, Iron or Steel S.S. "Gleumanna" Master

Tonnage Gross 735 Net 473 Vessel built at N Shields By whom Smith When 1871-1

Registered Horse Power 98 Engines made at Nwc When 1871 Boilers, when made (Main) 1880 (Donkey)

No. of Main Boilers Owners Sallas & Son Port Nwc Voyage

Steam Pressure in Main Boilers 80 lbs N Surveyed Afloat or in Dry Dock Nelson Slip

in Donkey Boiler Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) condn:

(Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " " "

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?

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

Vessel placed on Patent slip, sea counter, examd. & found in good condn. the propeller & its fastenings sound & the tail shaft a good fit in Stern bush.

Damage

Through the engine's racing during bad weather, the "Go-ahead" eccentric sheave moved bodily forward, wearing the strap away on one side & throwing the link & valve spindle out of line, a new sheave & half strap have now been fitted & running gear made good.

General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

appr. eligible to remain as classed

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 10 FEB 1894

Survey Fee (per Section 28) £ ✓ : ✓ Received by me, P.L.M.

Special Damage Fee (per Section 28) £ 2 : 2 7/3/ 18 94

Travelling Expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

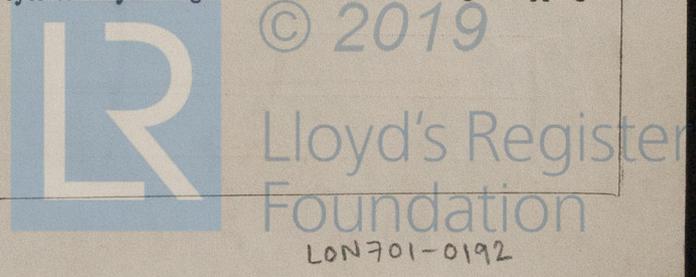
*State if Certificate is required

Committee's Minute Assigned As not

TUES. 13 FEB 1894

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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



It is submitted that
this vessel is eligible to
remain AS CLASSED.

On acct of damage
a slight repair has been
made to the Machinery

MA

13-2-94



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