

No. 55877

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

(Received at London Office) **WED. 3 OCT 1894**

Date of writing Report 2. 10. 94 18 94 When handed in at Local Office 18 94 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Sept. 19 Last Survey Oct. 2 1894
(No. of Visits 4)

316 on the Machinery of the ~~Wood~~, Iron or Steel S.S. "Glenmanna" Master _____
YEAR. MONTH.

Tonnage { Gross 738 Vessel built at N. Shlds. By whom Smith When 1871 - 1
Net 473

Registered Horse Power 98 Engines made at hwc. When 1871 Boilers, when made (Main) 1880 (Donkey)
No. of Main Boilers 1 Owners Sollas & Son Port London Voyage _____
No. of Donkey Boilers 1

Steam Pressure in Main Boilers boths. N Surveyed Afloat or in Dry Dock Nelson Slip
(State name of Dock.)

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any)

(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? 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? 60 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes.
To what pressure were they afterwards adjusted? 50 lbs.

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

Vessel placed on Patent Slip, sea combrs. exd. & found in good condtn.
Propells. dismntd. tail shfts. drawn, exd.
The stern bush renewed & propells. replaced.

General Observations, Opinion, and Recommendation:—

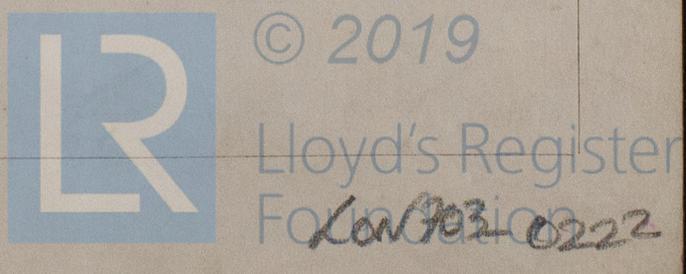
The boilers being now in good & safe workg. condtn. remains the vessel eligible in my opinion to remain as classed & have the record B.S. 10. 94.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,01, B.&M.S. 4,01 or L.M.C. 4,01, 140 lb., F.D., &c.)

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 1 : 10 :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Fees applied for 4/10/18 94
Received by me, 13/10/18 94
H.C.A.
13
Geo. E. Williamson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____
Committee's Minute TUES. 16 OCT 1894 FRIDAY 30 NOV 1894

signed Deferred



State if a Report is not required by the Committee's Minute.

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

On acct of tear & wear
the stem bush was reworked

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 WILL BE eligible for
the record. B.S. 10 94 when the
safety valves of the boiler
boiler have been
adjusted under steam
to 40 lbs -

W. A.
15-10-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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