

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

NOV. 95

(Received at London Office)

Date of writing Report 6th Nov^r 95 is 95 When handed in at Local Office is Port of London

No. in Reg. Book 258 Survey held at London Date, First Survey Oct 23rd Last Survey 31st Oct. 1895

258 on the Machinery of the Wood, Iron or Steel S.S. "Glamorganshire" Master Dyryan

Tonnage Gross 2835 Net 1843 Vessel built at Glasgow By whom London & Glasgow Co. When 1884 YEAR. MONTH. 11

Registered Horse Power 364 Engines made at Do. When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers Two Owners Jenkins & Co. Port London Voyage Japan

No. of Donkey Boilers One If Surveyed Afloat on in Dry Dock Royal Albert dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 56393 Port London Particulars of Examination and Repairs (if any) B.S. compl^d & Damage.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years allowed how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A 1.</u>		<u>B.S. 3.94</u>
<u>3.94</u>		<u>+L.M.C. 3.93</u>
<u>S.S. Ant. N^o 2-93</u>		

(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? No.

Do. " Donkey " " " " Yes.

If this was not done, state for what reasons? Wn. Brs. previously ex^d.

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? No

At what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted? 50 lbs.

Has the propeller shaft been drawn and examined at this time? No.

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

Donkey boiler examined int. test. also safety valves and latter adjusted under steam to above pressure.

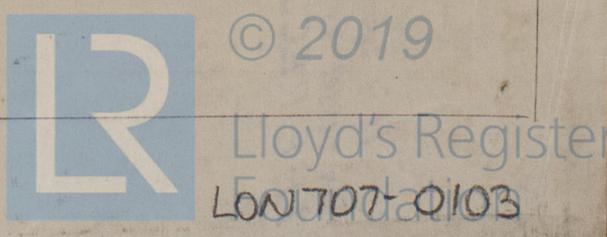
Now done on account of damage stated to have been caused through grounding on the 19th November 1894. - The thrust shaft and after crank shaft renewed, also the metal of the two thrust and four main bearings and all thrust shoes renewed. Adjusting screws of thrust shaft repaired. The after coupling and the two bearings of forward crank shaft trued up in a lathe and shafting lined up where necessary. Twenty-three coupling bolts renewed.

General Observations, Opinion, and Recommendation: - This vessel's machinery is now in safe working condition and eligible, in my opinion, to remain as classed with record of B. S. 4. 95. entered in Register Book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	<u>8/11/95</u>
Special Damage Fee (per Section 28)	£	3	3	0
Travelling Expenses (if chargeable)	less 10%	£	0	6
		£	2	17
		0		

Received by me, R. Elliott.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 12 NOV 1895
 Assigned 258



16-LRFB-Report No. 9-Transit, Ink-A000, 3/4/95.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 or if not whether, and when, one will be sent to the Ship

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

An account of Damage. After crank shaft & Thrust
shaft renewed, Thrust adjusting screws repaired
and 23 new coupling bolts fitted.

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 is eligible for
THE RECORD. 3.8.4.95

JMS
8.11.95

[Faint, mostly illegible handwritten text in the main body of the page, likely bleed-through from the reverse side.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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