

No. 57145

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

(Received at London Office

WED. 27 NOV 1895

Date of writing Report

27th Nov 1895

When handed in at Local Office

25th Nov 1895

Port of

LONDON

No. in Reg. Book

Survey held at

LONDON

Date, First Survey

and

Last Survey

19th Nov 1895

on the Machinery of the

Wood, Iron or Steel

"S. S. Glenarvon"

Master

L. H. H. H.

Tonnage

Gross 2986
Net 1912

Vessel built at

Glasgow

By whom

John, Glen & Co.

When

1881. 2

Registered Horse Power

3792

Engines made at

Glasgow

When

'81

Boilers, when made (Main)

'91 (Donkey)

No. of Main Boilers

1

Owners

McGowan & Co.

Port

Glasgow

Voyage

to India

No. of Donkey Boilers

1

Steam Pressure in Main Boilers

165 lb.

If Surveyed Afloat or in Dry Dock

In Green Dry Dock

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

Last Survey No.

Port

Particulars of Examination and Repairs (if any) Annual.

107A1 5 95

107C 7 93

(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.

107A1 3 93

107B 3 91

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?

Has the propeller shaft been drawn and examined at this time?

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

Survey complete.
No. Propeller, Stern-bush, and attitude footings of Sea Connections examined and found in good condition.

General Observations, Opinion, and Recommendation:—

(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.)

The machinery of this vessel so far as has been examined is in good order and in my opinion, eligible to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27)

£

:

:

Fees applied for

Survey Fee (per Section 28)

£

:

:

Special Damage Fee (per Section 28)

£

:

:

Travelling Expenses (if chargeable)

£

:

:

Received by me,

*State if Certificate is required

D. H. H. H.

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

Committee's Minute

TUES. 3 DEC 1895

Assigned

As now



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Lloyd's Register Foundation
LON 707-0188

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

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.

Emd
30.11.95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation