

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

TUES. MAY 26 1896

(Received at London Office)

Date of writing Report 21st May 1896 When handed in at Local Office 27th May 1896 Port of LondonNo. in Reg. Book. 290 Survey held at London Date, First Survey and Last Survey 21st May 1896 on the Machinery of the Wood, Iron or Steel S.S. Glenarvon Master E. Norman

Tonnage { Gross 298 Net 197 Vessel built at Glasgow By whom J. & G. Co. When 1881 2

Registered Horse Power 379 Engines made at " When '91 Boilers, when made (Main) '91 (Donkey) '91

No. of Main Boilers 1 Owners J. & G. Co. Port Glasgow Voyage China

No. of Donkey Boilers 1 Steam Pressure— 160 lb. If Surveyed Afloat or in Dry Dock India 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) 100 A1 11.95 + Lue 7.93

CHARACTER.
 * for Special Survey.
 Date of last Survey and of Periodical Surveys.
 Year Assessed how expired.
 Machinery and Boiler Surveys (including date of N.B., if any).

100 A1 11.95 + Lue 7.93
 100 B3 7.93 + NB 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.

Done: The Propeller, Stern-bush, and all outside fastenings of the Sea Connections examined and found in good condition.

State if a Report is also sent, or if not, and when, one will be sent.

sent.

16-17/9/96.—Transfer Ink.

Dr. Cassell's Manual.

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. 9,95, B.&M.S. 9,95 or L. M.C. 9,95, 10 lb., F.D., &c.)

The machinery of this vessel so far as has been seen, is in good condition and, in my opinion, requires no further work.

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

*State if Certificate is required

Committee's Minute

Assigned

FRI. JUN 5 1896

as now

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



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Lloyd's Register

Foundation

LON 709-0144

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.

Encl.
2. 6. 96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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