

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

(Received at London Office

FRI, 10 DEC 1897

Date of writing Report 9<sup>th</sup> Dec 1897 When handed in at Local Office 9<sup>th</sup> Dec 1897 Port of London  
No. in Reg. Book. Survey held at London Date, First Survey 4<sup>th</sup> Nov Last Survey 8<sup>th</sup> Dec 1897  
307 on the Machinery of the Wood, Iron or Steel J. S. Glenavon Master W. J. Dittus  
Tonnage Gross 2986 Net 1912 Vessel built at Glasgow By whom Lons & Glas Co When 1881  
Registered Horse Power 379 Engines made at Glasgow When '81 Boilers, when made (Main) '91 (Donkey) '91  
No. of Main Boilers 2 Owners McGeer, Gow & Co Port Glasgow Voyage China & Japan  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat & in Dry Dock  
Steam Pressure in Main Boilers 160 lb (State name of Dock.)  
in Donkey Boilers 80  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port  
Particulars of Examination and Repairs (if any) L. M. C. +100 A1. 12.76 +NB. 3.91  
L. S. Lons 103.7.93. +L.M.C. 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.

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? 162 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted? 74

Has the propeller shaft been drawn and examined at this time? yes. If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16. Complete.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

now done:- Cylinders Pistons Rides & Piston Rods all Pumps Condenser and the Crank Shaft & Immel Shafts and the Tail Shaft examined Propeller Stern-bush and Sea Connections examined. The above parts of the machinery found in Satisfactory Condition

Main Boilers examined throughout. Same now found to be in good Condition

Donkey Boiler examined. Right-Wasting by Corrosion found in Way of Furnace & Combustion Chamber Plating and the Screwed Nags. former now drilled & thickness found satisfactory.

Repairs now done:- Several Screwed Nags renewed in the Donkey Boiler

Engines and Boilers tried under Steam in port and the Safety Valves adjusted as above.

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, 140 lb., F.D., &c.)

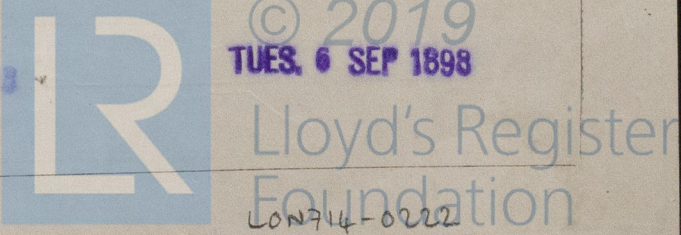
The Machinery of this vessel is in good order and in my opinion eligible to remain as classed with fresh record of +L.M.C. 11.97

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ 5.10.  
Travelling Expenses (if chargeable) £ 4.19.  
Fees applied for 23/12 18 97  
Received by me, 30 D. Ritchie  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute FRI, 24 DEC 1897

Assigned +L.M.C. 12.97





Screw shaft examined  
Screw stays in Hooky Borer  
unwed

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.

# L. M. C. 1297

LL  
28/12/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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