

No. 55197

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

Date of writing Report Jan 24 1894 When handed in at Local Office Port of London
No. in Reg. Book. 296 Survey held at London Date, First Survey Jan 20 Last Survey Jan 23 1894
on the Machinery of the Wood, Iron or Steel S.S. "GLENFRUIN" Master Herman
Tonnage { Gross 298 Vessel built at Glasgow By whom London & Glasgow Ld When 1880 //
Net 159 Engines made at Newcastle When 1891 Boilers, when made (Main) 1891 (Donkey) 1891
Registered Horse Power 330 Owners McGregor, Gov. & Co. Port Glasgow Voyage China
No. of Main Boilers 2 If Surveyed Afloat in Dry Dock S.W. India Dry Dock
Steam Pressure in Main Boilers 16 lbs (State name of Dock.)
in Donkey Boiler 8 lbs

Last Survey No. Port
Particulars of Examination and Repairs (if any) Condition
(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.)

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned how marked.	Machinery and Boiler Surveys (including date of S.B., if any).
* 100 A-1.		* L.M.C.
10.92.		6 93.
S.S. LON. No 2. 89.		* N.B. 10.91.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
Do. " Donkey " " " No
If this was not done, state for what reasons? Survey not due
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? No
Did the Surveyor examine the Safety Valves of Donkey Boiler?
To what pressure were they afterwards adjusted?
If the Survey is not complete state what arrangements have been made for its completion? Completed

Examined propeller, stern bush, & sea connections, wood in stern bush worn down & one blade of propeller broken. Sail and shaft drawn in & examined.
The stern bush has now been rewooded & the broken propeller blade renewed.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, D.S. 9,92, B.M.S. 9,92 or L.M.C. 9,92, as the case may be.)
as far as seen in good condition & in my opinion the vessel is eligible to remain so classed without fresh record of survey.

Office or Registration Fee (per Sec. 27)	£	1	1	Fees applied for
Survey Fee (per Section 28)	£	1	1	18
Special Damage Fee (per Section 28)	£	1	1	Received by me,
Travelling Expenses (if chargeable)	£	1	1	18

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

* State if Certificate is required
Committee's Minute As now
Assigned

FRI 23 FEB 1894

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

* Certificate to be sent to

14-LRPH—Form No. 9—Transfer Fee—Approved 1903.

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

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

R.B.
22/2/94

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.