

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

No. 9310

Date of Writing Report

188

Port of Glasgow

(Received at London Office,

No. in

Reg. Book. Survey held at Glasgow

Date, first Survey 8th July Last Survey 8th July 1889

402 on the Machinery of the H.B. "Elsa"

Master W. Barrow No. of Visits One

Tonnage { Gross 813
Net 506

Vessel built at Campbeltown By whom Campbeltown Shipbuilding Co When 1882 12

Registered Horse Power 99 lb

Engines made at Greenock When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers one

Owners Elsa H.B. & Co Ltd. Port Glasgow Voyage

Steam Pressure in Main Boilers 70 lb

If Surveyed Afloat or in Dry Dock Afloat Queens dock

Class of Vessel & Machinery 100 A1

in Donkey Boiler 70 lb

(As in Register Book, including date of last Boiler Survey.) LMC 4,88

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual boiler survey

(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 should be separated from

Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? 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?

While the above vessel was in this port the main & donkey boilers were opened up & examined throughout with their connections & safety valves

Reports declined for return of Vessel to Port Values, but she has not come to this port on this occasion, so the survey is held completed on her return next voyage.

General Observations, Opinion, and Recommendation:—

(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, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The machinery of this vessel as far as seen is now in efficient working order & in our opinion is eligible to remain as at present entered in Register Book with the addition BS 7,89

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 2 : 2
Special Damage Fee (per Section 28) £ : :
Certificate (if required) as per margin £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for

18/4/1889

Received by me,

18/4/1889

Charles Cooper

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

Committee's Minute

6 AUGUST 1889

Assigned

89 4 89

Glasgow 2019
Lloyd's Register
Foundation

GLS158-0072

9310 *gls*

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 will
be eligible to have B.S. 7.89,
recorded, when the safety valve is
of the main and donkey
boilers have been
adjusted under
steam.

N.A.

3.8.89

*It is submitted that
this vessel will be
eligible to have B.S. 7.89
recorded when the
safety valve is
adjusted under
steam.*



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