

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

9310

No. 9310 Date of Writing Report \_\_\_\_\_ 188 Port of Glasgow  
 No. in Reg. Book. 402 Survey held at Glasgow Date, first Survey 8th July Last Survey 8th July 1889  
on the Machinery of the "H.S. Elsa" Master W. Barrow No. of Visits One  
 Tonnage { Gross 813 Net 506 Vessel built at Campbeltown By whom Campbeltown Shipbuilding Co When 1882 YEAR. MONTH. 12  
 Registered Horse Power 99 Engines made at Greenock When 1882 Boilers, when made (Main) 1882 (Donkey) 1882  
 No. of Main Boilers one Owners Elsa & Co Lind Port Glasgow Voyage \_\_\_\_\_  
 Steam Pressure— in Main Boilers 70 lbs If Surveyed Afloat or in Dry Dock Afloat Queens dock (State name of Dock.)  
 in Donkey Boiler 70 lbs Class of Vessel & Machinery 100 A1  
 (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 here completed on her return next voyage.*

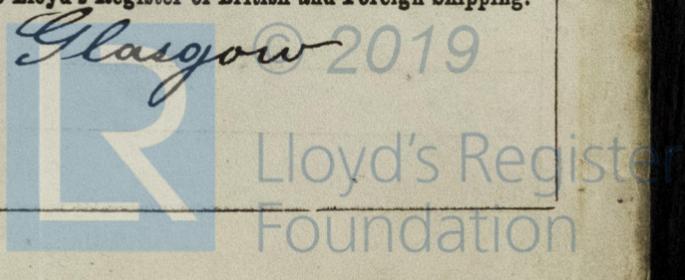
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or \* L.M.C. 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).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2	<u>18/4</u> 1889
Special Damage Fee (per Section 28).....	£ : :	} <u>Charles Cooper</u>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, <u>18/4</u> 1889

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

Committee's Minute \_\_\_\_\_ 6 AUGUST 1889  
 Assigned 89 4 89



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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 of the main and auxiliary boilers have been adjusted under the S. N. D. 8. 89.

M. A.  
3. 8. 89

It is submitted to have B.S. 7. 89 recorded.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.