

10055

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

No. 10055 Date of Writing Report *Aug 12th 1890* Port of *Glasgow*
No. in Reg. Book. *258* Survey held at *Glasgow* Date, first Survey *Aug 9th* Last Survey *Aug 11th 1890*
on the Machinery of the *S.S. "Elsa"* Master No. of Visits *2*
Tonnage Gross *813* Net *506* Vessel built at *Campbeltown* By whom *Campbeltown S.P. Co.* When *1882-12*
Registered Horse Power *99* Engines made at *Greenock* When *1882* Boilers, when made (Main) *1882* Donkey)
No. of Main Boilers *1* Owners *McLay & McIntyre* Port *Glasgow* Voyage
Steam Pressure in Main Boilers *40* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *100 A.1*
in Donkey Boiler (State name of Dock.) *W. Henderson & Coys* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *4.90*

Last Survey No. *9933* Port *Gls*
Particulars of Examination and Repairs (if any)
(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?
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?

On account of Damage to Propeller. Vessel placed on slip and spare propeller fitted, opened up main bearings and examined shafting throughout

Annual Survey of Boilers arranged to be held in about 3 weeks from this date

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 new propeller has been satisfactorily fitted and the shafting found to be in good condition. No other parts of machinery or boiler opened at this time

Office or Registration Fee (per Sec. 27)..... £ : :	Fees applied for	<i>Owners advised of boiler survey being now due & arranged for as above</i> <i>James Morrison</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. <i>Clyde District</i>
Survey Fee (per Section 28)..... £ : :	<i>13/8 1890</i>	
Special Damage Fee (per Section 28)..... £ 2: 2:-	received by me,	
*Certificate (if required) as per margin..... £ : :	<i>13/8 1890</i>	
Travelling Expenses (if chargeable)..... £ : :		

Committee's Minute
Assigned *Deferred for B.S.*
15 AUGUST 1890
FRI 12 SEPT 1890
TUES 30 SEPT 1890
Lloyd's Register Foundation
GLS160-0239

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
report is digestible to
remain as
closed—

W.A.
14-8-90
10055-96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS PAGE



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