

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

10112

No. of Reg. Book **258** Date of Writing Report **Sept 2 1890** Port of **Glasgow**
 Survey held at **Glasgow** Date, first Survey **2nd Sept** Last Survey **4th Sept 1890**
 on the Machinery of the **S. S. "Elra"** Master **J. Blair** No. of Visits **3**
 Gross **813** Vessel built at **Gampelton** By whom **Gampelton Ship Co.** When **1882-12**
 Net **506** Engines made at **Greenock** When **'82** Boilers, when made (Main) **'82** (Donkey) **'82**
 Owners **Elra S. S. Co. Ltd. (MacLay & M'Intyre)** Port **Glasgow**
 If Surveyed Afloat or in Dry Dock **Afloat**
 Class of Vessel & Machinery **100A-1. 4-90**
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) **S.S. G.M. No. 1-88**
L.M.C. 4-88
B.S. 7-89.

Last Survey No. **1055** Port **Gls**
 Particulars of Examination and Repairs (if any) **Annual survey of Boilers.**
 (State clearly the nature 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?

Main & donkey boilers prepared for survey and examined over all parts - safety valves overhauled.
Main boiler - Plates & stays internally more or less affected by corrosion but not seriously - some of the combustion chamber crown stays are getting thin and it has been arranged to take out the worst and put in new ones - three altogether. Old patches in furnaces were found in order - The covering plates on inside of shell at bottom were not disturbed - there has been slight leakage at the seams which has been attended to.
Donkey boiler in fair condition - the furnace crown plates is pitted but not such as to affect the safe working condition of the boiler - shell plates in steam space also crown plate slightly corroded.

Steam raised in boilers & safety valves adjusted to working pressures.

Examined the crank shaft and found a flaw in No 3 main bearing it appears to be quite new and is attributed to the shock received through the propeller coming in contact with some sunken piles in the River Clyde on the 8th inst when the four blades of propeller were all broken - The flaw is a few inches long in a longitudinal direction, it has been marked with a centre punch for future reference, and we are of opinion that it is not such as will interfere with the safe working condition of the engines.

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.)
*We are of opinion this machinery is eligible to remain as classed in the Register Book with the additional notification **B.S. 9.90***

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| Office or Registration Fee (per Sec. 27)..... | £ : : | Fees applied for |
| Survey Fee (per Section 28)..... | £ 1 : 10 : | 6/9 1890 |
| Special Damage Fee (per Section 28)..... | £ : : | received by me, 8/9 1890 |
| *Certificate (if required) as per margin..... | £ : : | |
| Travelling Expenses (if chargeable)..... | £ : : | |

Walter Robson James Morrison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Clyde District

Committee's Minute **FRI 12 SEPT 1890 TUES 30 SEPT 1890**
 Assigned **B & 9/90**

1011296

It is submitted that this vessel

is eligible to have

B.S. 9-90 recorded

M.A.

9.9-90

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