

10167

MON 29 SEPT 1890

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

No. 10164 Date of Writing Report Sept. 27th 1890 Port of Glasgow
No. in Reg. Book 258 Survey held at Glasgow Date, first Survey and Last Survey 25th Sept 1890
on the Machinery of the S. J. Elsa Master No. of Visits 1
Tonnage Gross 873 Net 619 Vessel built at Campbeltown By whom Campbeltown S.B. Co. When 1882-12
Registered Horse Power 98 Engines made at Greenock When 1882 Boilers, when made (Main) 1882 (Donkey) 1882
No. of Main Boilers one Owners MacLay & McIntyre Port Glasgow Voyage Spain
Steam Pressure in Main Boilers 40 If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery L.M.C.
in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 4/88
Last Survey No. 10112 Port Glasgow 13th 4/89

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?

Examined Crank Shaft for the purpose of making out further Damage Report copy of which accompanies this.

Found two distinct longitudinal flaws had developed in the second after bearing about 3' long but do not appear to be of such a nature as to interfere with the safe working of the machinery under ordinary circumstances. The vessel has been a voyage to Spain and home since the shaft was examined and the change has taken place in the condition of the shaft from the centre punch marks.

A new shaft is now to be prepared and can be put on board the first opportunity.
See Glasgow Reports Nos 10112 + 10058 and Copies of Damage Reports dated 13 Aug last and 26th inst referred to above

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.)
In my opinion the machinery of this vessel may remain as classed in the Register Book with the notification as already made in the Register Book

Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<u>26/9/1890</u> <u>26/9/1890</u>
Fee (per Section 28).....	£ : :		
Damage Fee (per Section 29).....	£ 1 : 1		
Expenses (if required) as per margin.....	£ : :		
Expenses (if chargeable).....	£ : :		

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

Committee's Minute TUES 30 SEPT 1890
Assigned Note the case
dr. 11/10/90.
Lloyd's Register Foundation
GLS160-0377

No
State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

10167 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 is
eligible to remain as classed, subject
to a new Crank shaft being prepared
as recom^d by Mr. Millson — and
if not fitted, the shaft be
again examined within
the next 3 months.

W.A.

29-9-20