

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

10822

No. 10822 Date of Writing Report 15th July 1891 Port of Glasgow
 (Received at London Office Thurs. 16 JUL 1891)
 No. in Reg. Book 201 Survey held at Glasgow Date, first Survey 13th July Last Survey 14th July 1891
 on the Machinery of the S.S. Elgiva Master Cowgill No. of Visits 2
 Tonnage Gross 668 Net 429 Vessel built at Belfast By whom Workman Clark & Hay When 1886 Boilers, when made (Main) 1886 (Donkey) 1886
 Registered Horse Power 95 Engines made at Glasgow Owners Macgregor & S. Co. L^{td} Port Glasgow Voyage
 No. of Main Boilers One Steam Pressure in Main Boilers 165 in Donkey Boiler ✓
 If Surveyed Afloat or in Dry Dock Kilmahaugh Slip Class of Vessel & Machinery 100A1
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 8-90 + L.M.C. 8-90 S.S. Glo 721-90
 Last Survey No. 10049 Port L^{td}

Particulars of Examination and Repairs (if any) Docking
 (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 Main Boiler separately and make a thorough examination at this time? No
 Do. Donkey Not necessary
 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? ✓
 Did the Surveyor examine the Safety Valves of the Main Boiler? ✓
 At what pressure were they afterwards adjusted under steam? ✓
 Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓
 To what pressure were they afterwards adjusted? ✓

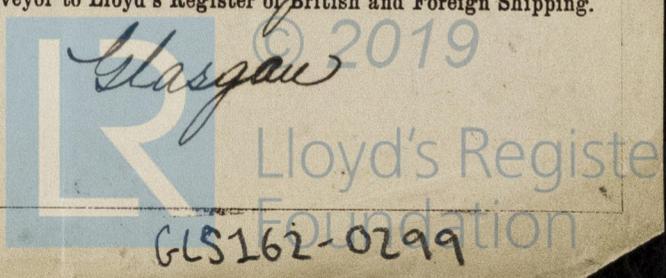
When this vessel was on the slip, the sea-connections, externally, also propeller and fastenings were examined and found in good order. The check ring on outside of lignum vitae was loose, but has now been secured by new brass pins to the stem bush.
 The high pressure cylinder and piston have been opened out; the rod has been sent ashore to be straightened, it having been slightly bent, but is now in an efficient condition

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in good order, as far as seen, and in my opinion, is eligible to remain as classed, without fresh record of survey.

Office or Registration Fee (per Sec. 27)	£	Fees applied for	18
Survey Fee (per Section 28)	£	Received by me,	18
Special Damage Fee (per Section 28)	£		
Travelling Expenses (if chargeable)	£		

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

*State if Certificate is required.
 Committee's Minute FEB 17 JUL 1891
 Assigned As now



on the Ship... if a Donkey...

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

16-L.R.P. For

(The Surveyors are requested not to write on or below the space for Committee's minute.)

GLS162-0299

10822960

It is submitted that this vessel is eligible to remain as classed
W.A.
16-7-91

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