

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

No. \_\_\_\_\_ Date of Writing Report Oct '24 1887 Port of Gordon  
 No. in Survey held at Gordon Date, first Survey Oct 6<sup>th</sup> Last Survey Oct 20<sup>th</sup> 1887  
 Reg. Book. \_\_\_\_\_ (No. of Visits 3)  
252 on the Machinery of the S. S. Elderslie Tons, Net 1801 Gross 2761  
 X Surveyed Afloat ~~or in~~ Dry Dock Union & Victoria Vessel built at Newcastle in 1884 Engines made in 1884  
 (State name of Dock.)  
 No. of Main Boilers 1 Made in 1884 Donkey Boiler made in 1884 Working Pressure, Main Boilers \_\_\_\_\_ lbs.;  
 Working Pressure, Donkey Boiler \_\_\_\_\_ lbs.; Owners \_\_\_\_\_ Port Glasgow  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery + L.M.C. - 6-84  
 (As in Register Book.)

Particulars of Repairs and Examination Damage to Propeller.  
 (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 Propeller, Stern Bush etc upon coming into dock & found same so seriously damaged by fouling chain as to necessitate to fitting of new propeller boss blades Stern tube nut & guard etc. Tail shaft drawn in & carefully examined & found in good condition excepting about 2" has to be cutoff end of after liner where grooved with chain, the remainder being on solid & unimpaired.

A damage report has been furnished at the request of owners Superintending Engineer.

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.)

A new Propeller etc as above having been fitted the vessel is in my opinion in good & safe working condition eligible for remaining as classed wr. + L.M.C. 684

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	1	1	0 } <u>5/11</u> 188 <u>7</u>
Special Damage, Fee (per Section 28) .....	£	:	:	} <u>received by me,</u> <u>21-11-1887</u>
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

Committee's Minute TUESDAY 8 NOV 1887  
 Assigned \_\_\_\_\_  
J. Johnstone Bowne  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Submitted that this vessel  
is eligible to remain as  
classified.

*HL*

24.10.87



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