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

(Received at London Office, TUES 29 OCT 1889)

No. _____ Date of Writing Report _____ 1888 Port of _____

No. in Reg. Book. *235* Survey held at *London* Date, first Survey *29 Oct* Last Survey *1889*

on the Machinery of the *S. S. Elderslie* Master *Cuthbert* No. of Visits *1*

Tonnage { Gross *2761* Net *1801* Vessel built at *Newcastle* By whom *Palmers Co* When *1884* YEAR. MONTH. *4*

Registered Horse Power *300* Engines made at *Newcastle* When *1884* Boilers, when made (Main) *1884* (Donkey)

No. of Main Boilers _____ Owners *Turnbull Martin & Co* Port *Glasgow* Voyage _____

Steam Pressure in Main Boilers *90* If Surveyed Afloat or in Dry Dock _____ Class of Vessel & Machinery *100 H.P. 4, 88*

in Donkey Boiler _____ (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey.) *+L.M.C. 11, 88*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Seacconnections*

(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 Seacocks & Connections & found them good.

General Observations, Opinion, and Recommendation: *As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.*

(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.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	:	:		188
Special Damage Fee (per Section 28)	£	:	:		
*Certificate (if required) as per margin	£	:	:		received by me,
Travelling Expenses (if chargeable).....	£	:	:		188

C. G. Brown
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 15 NOV 1889*

Assigned *Remain as classed*

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 as in the Register Book.

T. & S. Form No. 9—Transfer Ink—6000, 28/1/89. * Certificate to be sent to the Committee's Minute. (The Surveyors are requested not to write on or below the space for Committee's Minute.)



It is submitted that this
vessel is eligible to
remain as
Classed.

J.A.
14-11-89



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