

52605

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

(Received at London Office)

TUES. 5 JAN 1892

No. 171 Date of Writing Report 4. 1. 92 18 18 Port of London

No. in Reg. Book 171 Survey held at London Date, first Survey Dec: 4 Last Survey Jan: 4 1892

on the Machinery of the S. S. "Elderslie" Master No. of Visits 4
YEAR. MONTH.

Tonnage Gross 2761 Vessel built at Newcastle. By whom Palmer's Co. When 1884-3
Net 1801

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

No. of Main Boilers 2 Owners Jumbell Martin & Co. Port Glasgow Voyage

Steam Pressure in Main Boilers 90 lbs. Surveyed Afloat in Dry Dock S. J. M's. Class of Vessel & Machinery +100 A1.
(State name of Dock.) (As in Register Book, including dates of I.M.C. 11.88 Special Surveys of Ship and of last Boiler Survey.) B.S. 11.90

in Donkey Boiler 80.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual B.S.
(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?

Do. " Donkey " " " " "

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?

Vessel placed in dry dock sea comtms. exd. & found to be in good condtn. the prople. & its fastenings sound & the tail shaft a good fit in Stem bush. Main boilers exd. internally & externally. 2 patches on middle furnaces now re-painted, remain of boilers in good condtn. Safety Valves in good condtn. Set under steam to 90 lbs. in which boiler exd. found in good condtn. Safety Valves in good condtn. & tested under steam to 80 lbs.

General Observations, Opinion, and Recommendation:— *The boilers being now in good & safe working condtn. renders the vessel eligible in my opinion to remain as classed than the notification B.S. 11.92 recorded.*

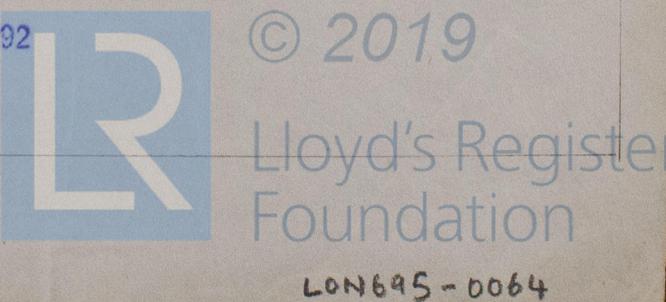
Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 9/11 1892
Survey Fee (per Section 28)	£ 2 : 0 : 0	
Special Damage Fee (per Section 28)	£ : :	
Travelling Expenses (if chargeable)	£ : :	Received by me, 9/2 1892 <i>G.E.M.</i>

Geo. E. Milnerison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute TUES. 12 JAN 1892 FRI 12 AUG 1892

Assigned B.S. 1.92



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to
 16.-L. R. P. H. -Form No. 9.-Transfer Ink-5,000, 18/8/91
 (The Surveys are requested not to write on or below the space for Committee's Minute.)

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

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.

B.S. 1-92

77 d.
11-1-92



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