

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

No. _____ Date of Writing Report 11th July 1892 Port of London
No. in Reg. Book 179 Survey held at London Date, first Survey 23rd June Last Survey 11th July 1891
on the Machinery of the S.S. "Elderslie" Master Olsen No. of Visits 4
Tonnage { Gross 2461 Vessel built at Newcastle By whom Palmer & Co (Lanc) When 1884 4
Net 1801 Engines made at Do When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
Registered Horse Power 300 Owners Elderslie S.S. Co (Lanc) Port Glasgow Voyage Laid up
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery 1-100 A1
Steam Pressure in Main Boilers 90 (State name of Dock.) Victoria Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 4.91
in Donkey Boiler 80 S.P. Don. N^o 1.88 B.S. 11.90
Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Completion of, S.P. N^o 2 1-100 A1
(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? Yes
Do. " Donkey " " " No
If this was not done, state for what reasons? Boilers surveyed January 1892
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? No
At what pressure were they afterwards adjusted under steam? ✓
Did the Surveyor examine the Safety Valves of Donkey Boiler? No
To what pressure were they afterwards adjusted ✓

Examined cylinders, pistons, slide valves & steam chest, the H.P. slide valves & cyl. faces were found much cut & worn. A new H.P. slide valve and cyl. face have been satisfactorily fitted.
Examined Crank Thrust and tunnel shafting, condenser, pumps with their buckets, valves & connections, also bilge connections & noses found all in good working order.

General Observations, Opinion, and Recommendation:— The machinery of the vessel
(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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, as the case may be.)
is now in good working order & in my opinion eligible to remain as classed and to have the notification 1-LMC 192 recorded in the Register book.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 1018 184
Survey Fee (per Section 28) £ 3 : 10 :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, R. B. Ballour
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that
this vessel is eligible for
THE RECORD + 2 M.C. 1.92

Cell
10.8.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation