

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

SAT 31 OCT 1896

(Received at London Office)

Date of writing Report Oct 30 1896. When handed in at Local Office 18 Port of London.

No. in Reg. Book 193. Survey held at London. Date, First Survey Sept 29. Last Survey Oct 29, 1896.
 on the Machinery of the Wood, Iron or Steel S.S. "Elderslie" Master _____

Tonnage { Gross 2761
 Net 1807 Vessel built at Newcastle. By whom Palmers' Co. When 1884 YEAR. MONTH. 1884 4
 Registered Horse Power 305 Engines made at Do When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
 No. of Main Boilers 2 Owners (Jumbull Martin & Co.) Port Glasgow. Voyage Jamaica
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock James Ltd Dry Dock S.W. 1896 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 90 lbs
 in Donkey Boilers 90 lbs

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Part S.S. No. 3.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>£ 100 A. 1. 7. 94.</u>		<u>£ L.M.C. 1. 92.</u>
<u>55. LON No. 2. 92.</u>		<u>B.S. 3. 93.</u>

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? Donkey Boiler in use.

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? Yes.

At what pressure were they afterwards adjusted under steam? 85 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No.

To what pressure were they afterwards adjusted? Not adjusted.

Has the propeller shaft been drawn and examined at this time? Yes.

If the Survey is not complete state what arrangements have been made for its completion? To be completed on vessels return.

Examined Main Boilers & Safety Valves, Cylinders, Pistons, Slide Valves, pumps & Condenser, Sea & Bilge connections, Crank, Thrust, Tunnel & Propeller Shafts, Propeller & Stem Bush.

Found screw shaft corroded at forward end of cone, two flaws in thrust shaft (one partly diagonal at the end of rings & one longitudinal between two collars) & a crack in H.P. piston rod at bottom.

Recommended that screw shaft be again examined within twelve months & the thrust shaft & H.P. piston rod be again examined within three months.

Repairs to Main Boilers, due to wear & tear; two hundred plain tubes renewed, two patches renewed in combustion chambers & five patches rivetted, shell seams caulked. Minor repairs done to Engines.

Main safety valves adjusted as above.

To complete the Survey. The Donkey Boiler & its safety valves to be examined & the latter to be adjusted under steam.

General Observations, Opinion, and Recommendation:— This vessels Machinery & Boilers (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.A.M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.) as far as seen are now in safe working condition, & in our opinion the vessel will be eligible for the record £ L.M.C. 10. 96 when the Survey has been completed as above, subject to screw shaft being again examined in twelve months & the thrust shaft & H.P. piston rod being again examined in three months.

Office or Registration Fee (per Sec. 27) £ _____

Survey Fee (per Section 28) £ 5:10:0.

Special Damage Fee (per Section 28) £ 4:19:0.

Travelling Expenses (if chargeable) £ _____

Fees applied for 57/11 18 96

Received by me, R. Elliott

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

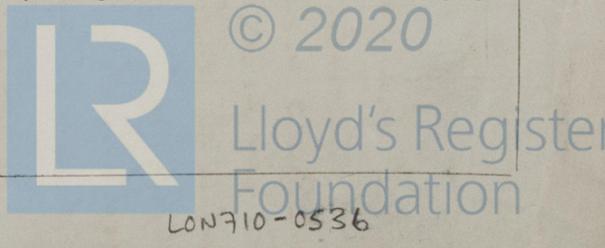
State if Certificate is required _____

Committee's Minute Deferred

Assigned Note limits

FRI 6 NOV 1896

TUES 6 JUL 1897



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

Certificate to be sent to.

It is submitted that
this vessel is eligible to
remain AS CLASSED, subject to the screw
shaft being examined within 12 months
& the thrust shaft & H. P. piston rod
within 3 months & will be
eligible for the record + a. h. @ 10.96
when the monkey boiler & its
safety valves have been
examined & the latter
adjusted under steam

A.S.

6.11.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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