

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

No. 58958

FRI. MAR 19 1897

Date of writing Report 15th March 1897 When handed in at Local Office 15/3/1897 Port of London
 No. in Book 15 Survey held at London Date, First Survey 8th March 1897 Last Survey 13th March 1897
 on the Machinery of the Wood, Iron or Steel J. J. Elderslie Master A. E. ...
 Gross Tonnage 2761 Net 1801 Vessel built at Newcastle By whom Palmer & Co. Ltd When 1884
 Registered Horse Power 305 Engines made at ... When ... Boilers, when made (Main) ... (Donkey) ...
 of Main Boilers 2 Owners Wm & J. Martin Stey Port Glasgow Voyage not fixed
 of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock at Glasgow Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Main Boilers 90 lb (State name of Dock.) So Dock

Next Survey No. ... Port London
 Particulars of Examination and Repairs (if any) Complete 100 H.P. 7.94 + L.M.C. 1.92
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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? No
 Do. " Donkey " No
 If this was not done, state for what reasons? already done. See last London Weekly Report.
 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? ...
 At what pressure were they afterwards adjusted? have adjusted to 70 lb
 Was the propeller shaft been drawn and examined at this time? No.

Is the Survey complete state what arrangements have been made for its completion? Complete.
Now done: Donkey Boiler tried under steam and its Safety Valves found to be loaded as above.

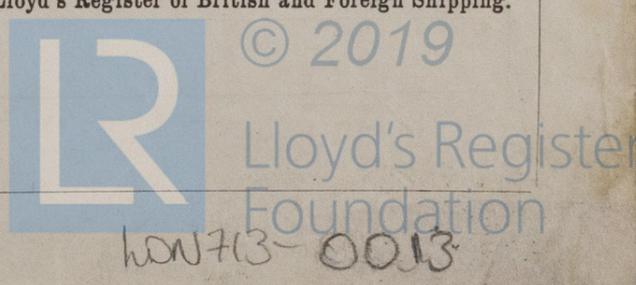
WB As this vessel's machinery has not been at work since March last it is respectfully recommended that the Limit on Thrust Shaft and H.P. Piston Rod be extended to October next. Copy of letter to Owners attached herewith.

General Observations, Opinion, and Recommendation:—
 (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.&M.S. 9.95 or L.M.C. 9.95, 140 H.P. F.D., &c.)
 The machinery of this vessel is in good condition and in my opinion eligible to remain as classed with fresh record of + L.M.C. 10.96 as recommended in London Cert. No 58207. Subject to present Limit on Thrust Shaft & H.P. Piston Rod.

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				18
				Received by me,

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

State if Certificate is required
 Committee's Minute UES 6 JUL 1897
 Assigned + L.M.C. 10.96
subject to ...



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

*Certificate to be sent to...

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.

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

subject to the
H. P. piston rod & Thrust Shaft being
again exam^d before the end of October 97
and to have the record + L. N. 610,96

LS

6/7/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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