

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

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No. 2171 Date of Writing Report March 11<sup>th</sup> 92 Port of Hamburg  
 No. in Reg. Book 23 Survey held at Hamburg Date, first Survey March 1<sup>st</sup> 92 Last Survey March 3. 1892  
 on the Machinery of the J. J. Bakun Master E. Meyer No. of Visits 4  
 Tonnage Gross 1884 Net 1093 Vessel built at H. Harlepool By whom W. Gray & Co. When 1886  
 Registered Horse Power 200 Engines made at H. Harlepool When 1886 Boilers, when made (Main) 1886 (Donkey) 1886  
 No. of Main Boilers 2 Owners Lehrum Transport & Lager Co. Ltd. Port London Voyage Batum  
 Steam Pressure in Main Boilers 150 lbs. If Surveyed Afloat or in Dry Dock Afloat in dry dock  
 in Donkey Boiler 80 lbs. (State name of Dock) Hamb. Harlepool Sch. Soc. Class of Vessel & Machinery  
 Last Survey No. 40 Port Hpl. 308 Cpl. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100A1/91  
14C 1/90

## Particulars of Examination and Repairs (if any) Survey of Damage

(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?

The Vessel having been aground in the Gardanelles during her last outwards passage to Batoum suffered some slight damage to her machinery which was repaired to my satisfaction as per copy of damage report attached.

I dry dock I examined the sea-connections, propeller stern-bush, and their fastenings and found all of these parts in satisfactory condition.

## General Observations, Opinion, and Recommendation:—

(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, R.S. 189, B.M.S. 189, or L.M.C. 189, as the case may be.)

Machinery of this Vessel being now in good order, I beg to recommend that her Class be continued in the Register Book without new entry with regard to machinery.

Office or Registration Fee (per Sec. 27)	£	1	0
Survey Fee (per Section 28)	£	2	0
Special Damage Fee (per Section 28)	£	1	0
Travelling Expenses (if chargeable)	£	1	0

Fees applied for  
1/3 1892  
22.0  
 Received by me,  
1/3 1892

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

\* State if Certificate is required no.

Committee's Minute TUES. 22 MAR 1892

Assigned As now

TUES. 12 JUL 1892





in the case of this document is correct, the Convin Press, especially 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 for  
remain as ELISSA.

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18-3-92

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