

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

(Received at London Office, _____)

No. _____ Date of Writing Report _____ 188 _____ Port of _____
 No. in Survey held at London Date, first Survey No. 16 Last Survey Dec: 14 1887
 Reg. Book. _____ (No. of Visit: 6)
377 on the Machinery of the S. S. "Ella" Tons, Net 443 Gross 693.
 Surveyed Afloat in Dry Dock Commercial Vessel built at Switzerland in 1870 Engines made in 1870.
 (State name of Dock.)
 No. of Main Boilers 1 Made in 1880 Donkey Boiler made in 18 _____ Working Pressure, Main Boilers 70 lbs.;
 Working Pressure, Donkey Boiler _____ lbs.; Owners Sen. & Pott, S. S. Co. Port London
 Last Survey No. _____ Port _____ Class of Vessel and Machinery 90A1 L.M.C. 4.87
 (As in Register Book.) B.S. 87.

Particulars of Repairs and Examination For S. S. No 1.

(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 Boiler separately (including the Donkey Boiler, if any),
 and make a thorough examination at this time?

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?

Vessel placed in dry dock sea connections examined & found to be in good condition, the tail shaft drawn, examined, in good condition, the stern bush renewed & propeller replaced. Examined cylinders, slides, air, circulating, feed & bilge pumps & valves all found in good condition. Crank & thrust shafts in good condition. Main boiler examined internally & externally & found in good condition. Safety valves in good condition & tested under steam to the working pressure of 70 lbs. & which boiler examined & found in good condition. Safety valve in good condition & tested with a few valve to 60 lbs. &

General Observations, Opinion, and Recommendation: -- The machinery being in

(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.)

good & safe working condition renders the vessel eligible in my opinion to be marked in the Register Book with L.M.C. 11.87 provided that the boilers are again examined within 12 mths. as per rule.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 3 : 3 : } Fees applied for
 Special Damage Fee (per Section 28) £ : : } 29 2 1887
 Certificate (if required) as per margin £ - : 2 : 6 } received by me,
 Travelling Expenses (if chargeable) £ : : } 2 / 11 1887

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

Committee's Minute

FRIDAY 23 DEC 1887

FRIDAY 3 FEB 1888

Assigned

L.M.C. 11.87



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L02681-0488

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

N.B.—If this Record 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
should have IMC 11.87 recorded.
Subject to the annual
Boiler examination
according to Rule

Adf
22.12.87



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