

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

49062

No. *342* Date of Writing Report *5th Jan 1889* Port of *London*
 No. in Reg. Book. *342* Survey held at *London* Date, first Survey *Dec 11th* Last Survey *4 Jan 1889*
 on the Machinery of the *Iron S.S. "Ella"* Master *Philpot* No. of Visits *4*
 Tonnage } Gross *443* Vessel built at *Inverkeithing* By whom *J. Scott & Sons* When *1870*
 } Net *693* Engines made at *"* When *1870* Boilers, when made (Main) *1880* (Donkey) *"*
 Registered Horse Power } *75* Owners *London & Rotterdam S.S. Co. Port London* Voyage *Rotterdam*
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *River* Class of Vessel & Machinery *GOA1-1888*
 Steam Pressure in Main Boilers *70* (State name of Dock.) (As in Register Book.) *L.M.C.-11,87*
 in Donkey Boiler *55*

Last Survey No. *28* Port *Edm. 28. S.S. 3-4 88*

Particulars of Examination and Repairs (if any) *Unusual Boiler Survey*
 (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? *Yes*
 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? *✓*

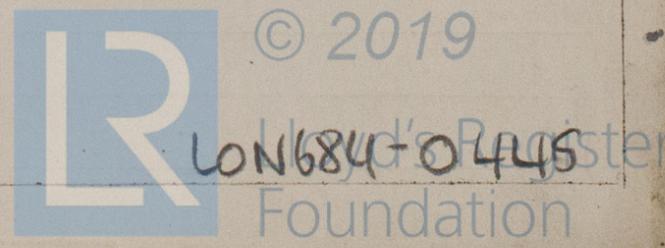
Some
 Main boiler examined internally & externally & found in good condition safety valves tested under steam and found to blow at 68 lbs
 Which boiler & safety valves examined & found good, valve blew at 55 lbs satisfactorily

General Observations, Opinion, and Recommendation:-- *The machinery being now as far as seen in a sound & efficient condition under the vessel eligible in my opinion to remain as classed & to have BS-12, 88 now recorded*
 (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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2 : 0	} 91 1889
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	111 1889

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

Committee's Minute *✓* *FRIDAY 11 JAN 1889*
 Assigned *BS 12/88*



T. & S. Form No. 9 - Trans. in 1888. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

It is submitted that this
vessel is eligible to have
135.12.88 recorded

Ald
10.1.89

