

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

No. \_\_\_\_\_ Date of Writing Report *June* 188*9* Port of *London*  
No. in Reg. Book. *342* Survey held at *London* Date, first Survey *June 5* Last Survey *June 11* 188*9*  
on the Machinery of the *S. S. Ella* Master *Philpott* No. of Visits *3*  
Tonnage { Gross *693* Vessel built at *Turkey* By whom *J. Smith & Sons* When *1870* 10  
Net *443* Engines made at *"* When *1870* Boilers, when made (Main) *1880* (Donkey)  
Registered Horse Power *45* Owners *London & Rotterdam S.S. Co.* Port *London* Voyage  
No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Dry Dock*  
Steam Pressure in Main Boilers *40* (State name of Dock.)  
in Donkey Boiler \_\_\_\_\_ Class of Vessel & Machinery  
(As in Register Book, including date of last Boiler Survey.) *90A1.10.88*  
*SS. Lon. 201-88 ss. gl. L.M.C. 11.84*  
*B.S. 12.88*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any)

(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?

*This vessel being in Fitch's Dry Dock tail end shaft was drawn, stem tube rebushed, shaft examined, found satisfactory & replaced sea connection good*  
*Sundry minor repairs done to engines, satisfactory*

General Observations, Opinion, and Recommendation:— *As far as run the machinery of this vessel is in order & she is eligible in my opinion to remain as classed in the Reg. Book*  
(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, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	188
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

Committee's Minute *FRIDAY 21 JUNE 1889*  
Assigned *Remain as classed*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
*Francis Robinson*



It is submitted that this  
vessel is eligible to  
remain as  
Classed  
N.A.  
20.6.89,

