

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

No. *131* Date of Writing Report *Feb: 9th 1891* Port of *London*
 No. in Reg. Book. Survey held at *Limehouse* Date, first Survey *Feb: 14th 1891* Last Survey *Feb: 14th 1891*
 on the Machinery of the *s/s. "Ella"* Master *Scuttlebury* No. of Visits *1*
 Tonnage { Gross *456* Net *240* Vessel built at *Stockton* By whom *Richardson Duckworth* When *1878* Boilers, when made (Main) *1878* (Donkey)
 Registered Horse Power *55* Engines made at *do.* Owners *J. M. Lennard & Co.* Port *Middleboro* Voyage
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *dry dock* Class of Vessel & Machinery *+ 100 A.1.6-89*
 Steam Pressure in Main Boilers *80* (State name of Dock.)
 in Donkey Boiler

Last Survey No. *49616* Port *Lon S.S. Stk. No 2-86*
 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?

Examined sea connections and propeller fastenings and found them in good condition -

The Chief Engineer informed me that the B.S. 9.90 was completed at Newport but on investigation found that this was not the case - The vessel only remained in dock 24 hours -

2d complete survey: - Safety valve of donkey boiler to be adjusted under steam -

General Observations, Opinion, and Recommendation: - *So far as seen the machinery of this vessel is in good condition & eligible in my opinion to remain as classed.*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ - - :	18
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	Received by me,
Travelling Expenses (if chargeable)	£ : :	18

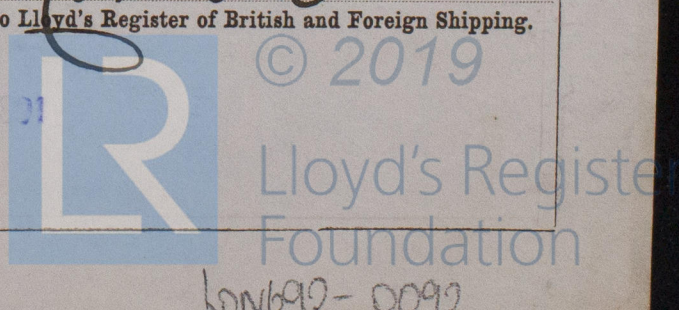
Committee's Minute *13 FEB 1891* TUES. 30 JUN 1891 *FRI 10 JUL 1891*
 Assigned *Deferred for completion*
 H. P. Cornish
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if a Report is also now sent on the Ship or if not, whether, and when, one will be sent.

Certificate to be sent to

T. & S. Form No. 8 - Transfer Ink - 6000, 22/10/90

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



It is submitted that this vessel will be eligible to have L.M.C. 9-90 recorded, when the safety valve of the donkey boiler has been satisfactorily adjusted under steam.

W.A.
12-2-91

