

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

51563

TUE 10 FEB 91

No. 281 Date of Writing Report Feb: 9<sup>th</sup> 1891 Port of London  
 No. in Reg. Book 281 Survey held at Limehouse Date, first Survey Feb: 4<sup>th</sup> 1891 Last Survey Feb: 4<sup>th</sup> 1891  
 on the Machinery of the s/s. "Ella" Master Scutlebury No. of Visits 1  
 Tonnage Gross 456 Net 290 Vessel built at Stockton By whom Richardson Duckworth When 1878 Boilers, when made (Main) 1878 (Donkey) 2  
 Registered Horse Power 55 Engines made at do. Owners J. M. Lennard & Co. Port Middlebro 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.) dry dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) M.M.C. 3-86  
 in Donkey Boiler  B.S. 1-89

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 20 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 & reliable 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

*H.P. Cornish*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

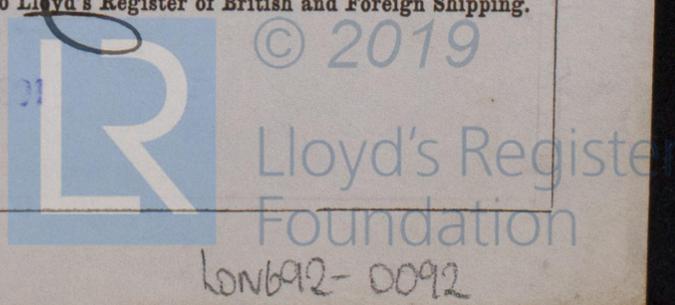
State of a Report is also now sent on the Ship or if not, whether, and when, one will be sent.

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

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

Committee's Minute 13 FEB 1891 TUES. 30 JUN 1891 FRI 10 JUL 1891

Assigned *Deferred for completion*



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

*[Faint, mostly illegible handwritten notes in pencil and blue ink, covering the majority of the page.]*



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