

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

(Received at London Office THURS. 28 SEP 1893)

Date of writing Report Sept 27 1893. When handed in at Local Office 18 Port of London.

No. in 19 Survey held at London. Date, First Survey and. Last Survey Sept 26 1893.

on the Machinery of the Wood, Iron or Steel S.S. "ELECTRA" Master Smith.

Tonnage { Gross 1219 Net 856 Vessel built at Glasgow. By whom Hapier & Sons. When 1885 Boilers, when made (Main) 1885 (Donkey) 1886.

Registered Horse Power 200 Engines made at do Owners Eastern Telegraph Co. Ltd Port London Voyage —.

No. of Main Boilers 2 If Surveyed in in Dry Dock Brown Dry Dock (State name of Dock.)

Steam Pressure in Main Boilers 85 lbs in Donkey Boiler —.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.</u> <u>7.93.</u>		<u>L.M.C.</u> <u>6.93.</u>
<u>SS Lon. No. 2. 93.</u>		

Last Survey No. — Port —  
Particulars of Examination and Repairs (if any) Condition.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

So 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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

What pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Completed.  
Hammered propeller, stem bush & sea connection fastenings, all  
found to be in good condition.

General Observations, Opinion, and Recommendation:— This vessel's machinery is  
(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. 9, 92, B.M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)  
Now as far as seen in good condition & in my opinion the vessel  
is eligible to remain as classed without fresh record of Survey.

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

\*State if Certificate is required

Committee's Minute

Assigned

TUES. 3 OCT 1893

E. M. Salmon.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

N.A.  
29-9-93



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Foundation