

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

(Received at London Office)

Date of writing Report April 7 1894 When handed in at Local Office is Port of London.

No. in Reg. Book. 239 Survey held at London Date, First Survey March 27 Last Survey April 6 1894
 on the Machinery of the Wood, Iron or Steel S.S. ELIZABETH ALLEN Master J. Allen
 Tonnage { Gross 1570 Vessel built at Sunderland By whom Bartram Haswell & Co When 1881 YEAR. MONTH. 5
 Net 997 Engines made at Do When 1881 Boilers, when made (Main) 1887 (Donkey) 1881
 Registered Horse Power 160 Owners J. Allen & Co Port London Voyage Sydney
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Millwall Dock, Browns Dry Docks & Jolly House Boats Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Survey No. Port S.S. No 3

Particulars of Examination and Repairs (if any) S.S. No 3

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A.1.		<input checked="" type="checkbox"/> L.M.C. 4.89.
4.91.		B.S. 4.91.
S.S. C.F. No 2 - 89.		D.T.P. 91.

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

Do. " Donkey " " " 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? 90 lbs per sq

At what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? 80 lbs per sq

To what pressure were they afterwards adjusted? Completed.

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

Examined Main & Donkey Boilers internally & externally & Safety valves also cylinders, pistons, slide valves, pumps & condenser, cranks, thrust, tunnel & propeller shafts, propeller, stern bush & sea & bilge connections, all found to be in good condition, except a few rivets at the bottom of the furnace seams of the Donkey Boiler, which were wasted. These rivets (6) have now been renewed.

The Safety valves were adjusted under steam.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now in good condition & in my opinion the vessel is eligible to remain as classed with record L.M.C. 4.94

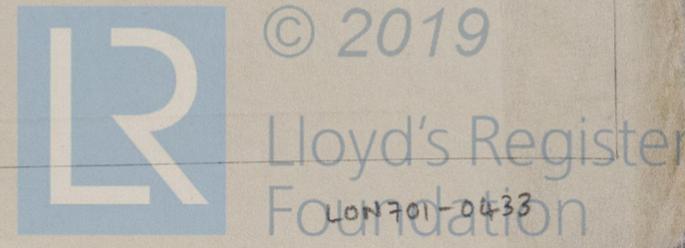
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 7/4/94 Received by me, 9/4/1894
Survey Fee (per Section 28).....	£ 4 : 10 : 0	
Special Damage Fee (per Section 28).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

*State if Certificate is required

Committee's Minute TUES. 10 APR 1894

Assigned L.M.C. 4.94



State if a Report is also now sent to the S.I. or if not whether, and when, one will be sent.

14-LRFB-Form No. 9-Transfer Ink-5,000, 2/10/93.

*Certificate is sent to

(The Surveyors are requested not to write on or before 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 for
THE RECORD

+ LMC 4-94

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

On acct of wear & tear
a small repair was effected
to the donkey boiler.

P.A.

7-4-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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