

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

(Received at London Office)

Date of writing Report May 9th 1895 When handed in at Local Office 18 Port of London

No. in Reg. Book 186 Survey held at London Date, First Survey April 25th Last Survey May 7th 1895
(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S.S. "Elbe" Master Munch

Tonnage { Gross 774 Vessel built at Glasgow By whom Dobie & Co. When 1883 MONTH 2
Net 492 Engines made at Do When 1883 Boilers, when made (Main) 1883 (Donkey) -

Registered Horse Power 90 Owners Coverley & Westray Port London Voyage Newport

No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock St. Katherine
(State name of Dock.)

No. of Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 20 lb. in Donkey Boilers -

Last Survey No. PortParticulars of Examination and Repairs (if any) Part Special

(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? YesDo. " Donkey " " " NoIf this was not done, state for what reasons? Under steamAnd 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? "Did the Surveyor examine the Safety Valves of the Main Boiler? YesAt what pressure were they afterwards adjusted under steam? 20 lbsDid the Surveyor examine the Safety Valves of Donkey Boiler? NoTo what pressure were they afterwards adjusted? "If the Survey is not complete state what arrangements have been made for its completion? To be completed first opportunity

The following parts of the machinery have been opened out and examined. Cylinders, pistons, slide valves, air, circulating feed & bilge pumps. Crank thrust & tunnel shafts & watertight door. Main boiler cleaned & examined all parts found in satisfactory condition, safety valves examined and adjusted under steam to the above pressure.

The vessel was dry docked & propeller shaft examined in July last for particulars of which see W. Hantleford Report No 9487

In order to complete the survey the Donkey boiler & its safety valves require to be seen, and its valves adjusted under steam

General Observations, Opinion, and Recommendation:—The machinery and boiler as (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4, 94, R.M.S. 4, 94 or L.M.C. 4, 94, 140 lb., F.D., &c.)

far as seen, are in good order and safe working condition and in my opinion eligible for the notification + L.M.C. 5-95 when the survey is completed.

Office or Registration Fee (per Sec. 27)	£	:	:
Survey Fee (per Section 28)	£	3	10
Special Damage Fee (per Section 28)	£	10	0
Travelling Expenses (if chargeable)	£	3	3

Fees applied for

17.5.1895

Received by me,

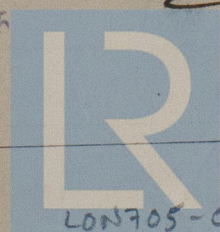
21/5/95

*State if Certificate is required

Committee's Minute TUES 21 MAY 1895Assigned Deferred for completion

TUES 11 JUN 1895

Geo A Milner
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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Lloyd's Register Foundation

Iron S. S. "Elbe"

The deck bored and examined & the 'tween decks all fore and aft examined.

The lining in bulk removed in places in way of side-lights and the plating and frames in way of same examined and found in good condition.

The hatches repaired, the chain cables raised, pump sluices and watertight doors examined, masts shars and rigging overhauled and fore mast now renewed.

There being practically no diminution in the thickness of the shell plating it was not considered necessary to dull it.

E. B. Humphreys.

Wm. J. Cooper