

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

51466

No. *262* Date of Writing Report *Jan 13th 1891* Port of *London*
 No. in Reg. Book *116* Survey held at *Reedham* Date, first Survey *Jan 9th* Last Survey *Jan 9th 1891*
 on the Machinery of the s/s. *"Elsy"* Master *J. Gross* No. of Visits *1*
 Gross Tonnage *116* Net Tonnage *65* Vessel built at *Hull* By whom *E. Wales* When *1883* YEAR. MONTH. *12*
 Registered Horse Power *20* Engines made at *do.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 No. of Main Boilers *1* Owners *J. E. Crisp* Port *Lowestoff* Voyage *Coast*
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery *+ 90 A 1. 11-87*
 in Donkey Boiler *70* (State name of Dock.) *in river at Reedham* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ June 8-87*

Last Survey No. *2164* Port *Sp. S.S. Lwt 2-1-87*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey*
 (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? *YES*
 If not done, state for what reasons? *The donkey boiler is not used & was not opened out for survey*
 And what parts of the Boilers could not be thus thoroughly examined?
 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 main boiler internally & externally. Recommended that patch on circumferential seam at bottom be refitted, and that a riveted patch be fitted in way of blow off cock.

The owner's representative states that it is the intention of the owner to have the donkey boiler taken out of the ship as it is too small - and that the vessel will be in London in a few days time when the repairs recommended to the main boiler will be effected.

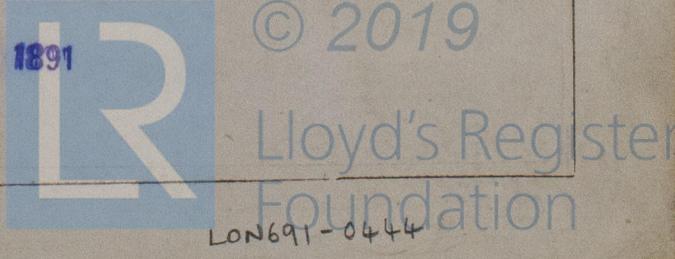
To complete the survey: - The Safety valves to be examined & set under steam, & the repairs as recommended above to be made.

General Observations, Opinion, and Recommendation: - *The machinery of this vessel so far as seen is eligible in my opinion to remain as classed and to have B.S. 1-91 recorded in the Register Book subject to completion of survey within a month.*
 (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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ 1.0.0	Fees applied for	15/11 1891
Survey Fee (per Section 28).....	£ :		
Special Damage Fee (per Section 28).....	£ :		
Certificate (if required) as per margin.....	£ 2.0.6	Received by me,	17/1 1891
Travelling Expenses (if chargeable).....	£ :		

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

Committee's Minute *Deferred for completion 2/2/91*
 TUES. 17 FEB 1891
 FRI. 20 FEB 1891
 TUES. 21 APL 1891



LON691-0444

No. in the Ship when...

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

It is submitted that this vessel is eligible to remain
as classed, subject to the donkey boiler not
being used again; and will be eligible to have
B.S. 1-91 recorded when the main boiler
has been repaired, its safety valves
examined, and the valves
adjusted under steam,
and funnel found in
order.

W.A.
15-1-91

10.0
10.0

