

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

No. *262* Date of Writing Report *Feb: 13<sup>th</sup>* 1891 Port of *London* (Received at London Office, *FRI. 13 FEB 1891*)  
 No. in Reg. Book *262* Survey held at *Warrmouth* Date, first Survey *Feb: 10<sup>th</sup>* 1891 Last Survey *Feb: 10<sup>th</sup>* 1891  
 on the Machinery of the *s/s "Eley"* Master *J. Gross* No. of Visits *1*  
 Tonnage Gross *116* Net *65* Vessel built at *Irish* By whom *E. Wales* When *1883* Boilers, when made (Main) *1883* (Donkey) *-*  
 Registered Horse Power *20* Engines made at *do.* Owners *J. E. Crisp* Port *Lowestoff* Voyage *Coast*  
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Followes* Class of Vessel & Machinery *+ 90 A.L. 11-89*  
 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.) *+ time 8.87*  
 in Donkey Boiler *✓*

## 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?

*Sea connections and propeller fastenings in good condition*

*Examined safety valves of main boiler.*

*A patch on the circumferential seam at bottom of main boiler has been fitted - this patch is 5'6" long x 1'3" wide and appears well closed & riveted -*

*Disconnected feed pipe feed check valve of donkey boiler - The main funnel has been lengthened.*

*To complete the survey: -*

*The safety valves of main boiler to be adjusted under steam and the donkey boiler to be put ashore as arranged.*

General Observations, Opinion, and Recommendation: - *Sofar as seen the machinery of this vessel is in good condition & eligible in my opinion to have B.S. 1-91 recorded in the Register Book when the safety valves have been adjusted under steam & the donkey boiler taken off the vessel.*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ : :  
 Special Damage Fee (per Section 28) £ : :  
 Certificate (if required) as per margin £ : :  
 Travelling Expenses (if chargeable) £ *1.15.0*

Fees applied for

*13/2/1891*

Received by me,

*10/2/1891*

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

Committee's Minute

*TUES. 17 FEB 1891*

*FRI. 20 FEB 1891*

*TUES. 21 APR 1891*

Assigned

*Deferred for Completion*



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LON692-0116



It is submitted that this vessel will  
be eligible to have the notification  
B.S. 1.91 recorded when the  
safety valves have been adjusted  
and provided the donkey boiler  
is not used.

C.S.  
13.2.91

