

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

517 67

No. \_\_\_\_\_ Date of Writing Report April 16<sup>th</sup> 1891 Port of London (Received at London Office, FRI. 17. APL 1891)

No. in Reg. Book. 262 Survey held at Pimlico. Date, first Survey  Last Survey April 10<sup>th</sup> 1891

on the Machinery of the s/s. "Elsy" Master J. Gross No. of Visits 1

Tonnage Gross 116 Net 65 Vessel built at Hull By whom E. Wales When 1883 Boilers, when made (Main) 1883 (Donkey) \_\_\_\_\_

Registered Horse Power 20 Engines made at do: Port Lowestoff Voyage Coast

No. of Main Boilers one Owners J. E. Crisp. If Surveyed Afloat or in Dry Dock afloat at Pimlico. Class of Vessel & Machinery + 90A.1. 11. 89

Steam Pressure in Main Boilers 80 in Donkey Boiler no donkey (State name of Dock.) Pimlico. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + June 8. 87

Last Survey No. 23 Port S.S. Lwt. No 1-87

Particulars of Examination and Repairs (if any) Completion of 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? \_\_\_\_\_  
 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? \_\_\_\_\_

adjusted safety valves under steam to blow at 80 lbs per sq inch.  
The donkey boiler has been taken ashore - as a donkey boiler is not considered necessary - no donkey boiler will be carried.

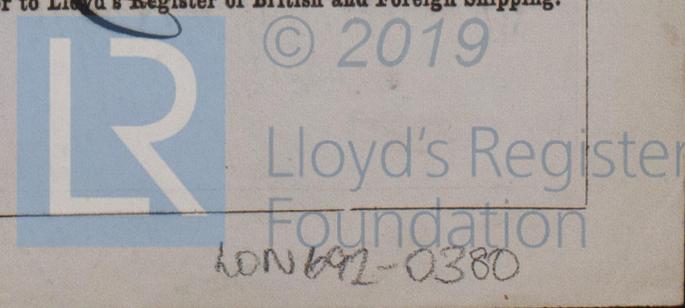
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

This vessel is eligible in my opinion to have B.S. 1-91 recorded in the Register Book -

|  |             |                  |
|--|-------------|------------------|
| Office or Registration Fee (per Sec. 27).....  | £ : :       | Fees applied for |
| Survey Fee (per Section 28) .....              | £ : : ✓ ✓ ✓ | 18               |
| Special Damage Fee (per Section 28) .....      | £ : :       | Received by me,  |
| *Certificate (if required) as per margin ..... | £ : :       |                  |
| Travelling Expenses (if chargeable) .....      | £ : :       | 18               |

TUES. 21 APL 1891  
 Committee's Minute \_\_\_\_\_  
 Assigned B.S. 1/91  
 Compd B.S.

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



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

