

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

TUES. 11 DEC

(Received at London Office)

Date of writing Report Dec 10th 1894 When handed in at Local Office 18 Port of London

No. in Reg. Book 275 Survey held at Lowestoft London Date, First Survey Nov. 5 Last Survey Nov. 30 1894

on the Machinery of the Wood, Iron & Steel S.S. ELSY. Master G. J. J. J.

Tonnage { Gross 116 Net 65 Vessel built at Hull By whom E. Wales When 1853 Boilers, when made (Main) 1892 (Donkey) —

Registered Horse Power 20 Engines made at D. Owners J. G. Crisp Port Lowestoft Voyage Coasting

No. of Main Boilers 1 No. of Donkey Boilers 0 Steam Pressure in Main Boilers 80 lbs. If Surveyed Afloat or in Dry Dock Lowestoft Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers — (State name of Dock.) in the Dock (Liverpool)

Last Survey No. 2534 Port Ips Condition at Lowestoft

Particulars of Examination and Repairs (if any) Owner's request

(Periodical Surveys, when held, must be reported in detail and variation 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.)

| CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys. | Years Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------------------------------|--|
| * 90 A.1. 9.92 | | * L.M.C. 9.92 |
| 55 IPS. No. 2.92 | | * N.B. 9.92 |

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

Do. " Donkey " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

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

It is completed within two months.

Examined Main Boiler internally & externally. Found the circumferential seams at the bottom of the shell (for about seven feet round) & the rivets in the same, the rivets in the front end of the furnaces and the seams in the Combustion Chamber leaking badly. A crack about eight inches long was found in the Starboard side of the back tube plate; the tubes were leaking and nearly all the stay ends were leaking.

Recommended that the rivets in the circumferential seams (where leaking) in the front end of the furnaces & in the Combustion chambers be drilled out, the plates laid up, the holes broached out & rivetted. That, at the top corner of the Port side of the combustion chamber where the flanging of the tube plate does not meet the side plate of the combustion chamber, part of the tube plate be cut out & a well fitting patch be rivetted on. That the cracked part of the tube plate be cut out and a patch rivetted on. That all the stay nuts be taken off, the plate caulked round the stays, the stays grummetted & the nuts refitted. That in the Combustion Chamber where the stay nuts do

General Observations, Opinion, and Recommendation:— This vessel's Boiler is now in

(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, E.S.M.S. 4,94 or L.M.C. 4,94, 4,94 D., P.D., &c.)

a safe condition & in my opinion the vessel is eligible to remain as classed subject to the repairs being completed within two months time.

| | | |
|--|---|----|
| Office or Registration Fee (per Sec. 28) | £ | 10 |
| Survey Fee (per Section 28) | £ | 10 |
| Special Damage Fee (per Section 28) | £ | 10 |
| Travelling Expenses (if chargeable) | £ | 10 |

| | | |
|------------------|---|----|
| Fees applied for | £ | 10 |
| Received by me, | £ | 10 |

* State if Certificate is required

Committee's Minute

Assigned

Deferred.

Deferred for further

Survey

write

1894

State if a Report is also now sent on the

10—L.R.P. Form No. 9—Transit Int.—5/100, 25/194.

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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not-bed evenly on the plates, that revised washers be fitted under the nuts. That all seams, where disturbed, be afterwards pared & caulked.

Repairs now done. The seams & rivets where leaking have been caulked; the stays have been grummetted & the plates caulked round the stay ends. A Patch has been rivetted on, where the late plate was cracked.

The Boiler was afterwards seen under steam, and was found to be still in a somewhat leaky condition, but not in such bad condition as to imperil the safety of the vessel.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

no account of the leaking
after moderate repairs effected
to boiler

It is submitted that
this vessel is safe to
run as a passenger
vessel under the
repairs being carried
out within two
months.

Q. P. S.
13-12-94



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