

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

(Received at London Office MON MAR 8 1897)

Date of writing Report 5 March 1897 When handed in at Local Office 18 Port of London

No. in Reg. Book 511 Survey held at London Date, First Survey 8 Feb Last Survey 3 March 1897

on the Machinery of the Wood, Iron or Steel S.S. "Shelsea" Master B. Hullard (No. of Visits 18)

Tonnage { Gross 1171 Net 754 Vessel built at Newcastle By whom Palmers' & Co (Lim) When 1884-11

Registered Horse Power 136 Engines made at Newcastle When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers one Owners River Steam Traction Co (Lim) Port London Voyage trading

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Union (State name of Dock.)

Steam Pressure—85 lbs in Main Boilers 60 lbs in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>4100 A1. 10.95</u>		<u>+ LML 4.93</u>
<u>25. S.H. No 2 - 93</u>		<u>B.S. 5.96</u>

Particulars of Examination and Repairs (if any) Special Survey

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

Do. " Donkey " " " Yes

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? Yes

At what pressure were they afterwards adjusted under steam? blow 88 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? blow 80 lbs

Has the propeller shaft been drawn and examined at this time? Yes

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

Vessel placed in dry dock. Examined propeller, propeller shaft (drawn), Stern Bush (rewooded), Sea connections and all fastenings & found them satisfactory.

Examined HP & MP cylinders, pistons, valves & faces, covers, trunk, Thrust & Lunnel shafting, Condenser, Air, circulating, Feed & Bilge pumps & water tight doors & holding down bolts.

Now done— HP piston, Junk ring & packing ring faced in lathe, HP piston Rod trued in lathe, gland rebushed & neck ring renewed, also tail end of same. HP & LP valve spindles cut & new ends welded to same & glands rebushed & neck rings renewed. One Bilge pump & one Feed pump ram also Air & circulating pump rods trued up & glands rebushed & neck rings renewed. New block Junk ring fitted with Ramsbottom Springs to HP piston. All Condenser Tubes drawn, condenser cleaned, Tubes tested & about 50 renewed, Tubes replaced & reperfused. P.T.O

General Observations, Opinion, and Recommendation:—The Machinery of this vessel (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. 905, E.&M.S. 905 or L.M.C. 905, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition and eligible, in my opinion, to have + LML 3.94 Recorded in the Register of this Society.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 12/3 1897

Survey Fee (per Section 28) £ 4 0 0 LESS 10% 8 0

Special Damage Fee (per Section 28) £ : : Received by me, 18/3/97

Travelling Expenses (if chargeable) £ 3 12 0

Thomas Blackie  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required.

Committee's Minute TUES MAR 16 1897

Assigned + LML 3.94

Lloyd's Register Foundation  
LON 712-0099

Cont<sup>d</sup>

S.S. "Chelsea"

Examined Main Boiler externally and internally and found it in fair condition with exception of the saddle plate at bottom of Combustion Chamber (centre) between two furnaces which was found corroded & this has been cut out and renewed. Two blocks at fore end of boiler renewed. A plate has been riv<sup>d</sup> over manhole at back.

Examined Safety valves & found them satisfactory

Examined Donkey Boiler externally & internally. The uptake found thin & badly laminated has been cut & bottom half renewed. The firebox at bottom has been cut for about 8 feet round & a new plate fitted. The two water tubes have been removed & plates riv<sup>d</sup> over openings. A compensation plate has been fitted to handhole at back.

Examined safety valves, both valves renewed & seats drawn & trued up.

Examined Donkey Boiler under hydraulic test to 90 lbs per sq inch & found it tight.

Examined Main & Donkey Boilers under steam and adjusted safety valves to working pressures.

J.A. Blackie  
Eng Surveyor

N.E.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damp 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.

Produce repairs to Engines, Main & Donkey boilers (in accord of work sheet)  
It is submitted that this vessel is eligible for THE RECORD L MC 3-97

13/3/97

