RECEIVED FROM SURVEYOR. 21 NOV. 91

37896 LIVERPOOL

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

No. 37896 Date of Writing Report: Nov 20th 1891 Port of LIVERPOOL (Received at London Office 25 NOV 91)

No. in Book. 12 Survey held at Liverpool Date, first Survey Oct 31st Last Survey Nov 14th 1891

on the Machinery of the S.S. "Zancla" Master Jarvis No. of Visits 5

Tonnage: Gross 1089 Net 706 — Vessel built at Liverpool By whom Bowdler Chaffer & Co When 1871 (Year 12, Month)

Registered Horse Power 140 — Engines made at Liverpool When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

No. of Main Boilers 1 — Owners Atlantic & Eastern S.S. Co. Ltd Port Liverpool Voyage Genoa

Steam Pressure— Main Boilers 150 lb — If Surveyed ~~Afloat or~~ in Dry Dock (State name of Dock.) Sandon Dock

Donkey Boiler 70 lb — Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) M.N.7 6.88 L.M.C. 6.88 + M.B. 6.88

Last Survey No. 37896 Port Liv — 5th Survey Liv. 12/86

Particulars of Examination and Repairs (if any) Special Survey of Machinery.

(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 Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " " "

If this was not done, state for what reasons?

In what parts of the Boilers could not be thus thoroughly examined?

In 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? 150 lbs

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

At what pressure were they afterwards adjusted? 70 lbs

The following parts have been opened out and examined
Cylinders, pistons, slide valves, pumps, crank, thrust, and tunnel shafting sea cocks and connections
Propeller shaft drawn in, and on account of forward brass liner being slack, new liners have been fitted, and new propeller fitted the old one being broken
The main boiler cleaned and examined and found in good condition. Donkey boiler also in good order
All safety valves examined and adjusted under steam to the above pressures.

General Observations, Opinion, and Recommendation:— In my opinion the machinery of this vessel is in safe working condition and eligible for the new notification L.M.C. 11.91. in the Register Book.

(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.)

Machinery Certificate Written

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 24 NOV 1891
Survey Fee (per Section 28)	£ 4 : 0 : 0	not yet JH 1.12.91
Special Damage Fee (per Section 28)	£ : :	Received by me, 30/11/1891
Travelling Expenses (if chargeable)	£ : :	

State if Certificate is required

Committee's Minute LIVERPOOL. 24 NOV. 91

Assigned L.M.C. 11.91 when fees is paid

Geo. A. Milner
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

LV590-0155

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.

It is submitted that this vessel is eligible for the record. B.S. 11.91.
C.J.S.
V. 11.91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.