

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

No. *47639* Port of *London* (Received at London Office, Date of Writing Report 1887)  
 No. in Reg. Book. Survey held at *London* Date, first Survey *July 5* Last Survey *July 27* 1887  
 (No. of Visits *5*)  
*200* on the Machinery of the *S. S. "Ceta"* Tons, Net *765* Gross *1191*  
 Surveyed Afloat & in Dry Dock *London* Vessel built at *Newcastle* in 1883 Engines made in 1883  
 (State name of Dock.)  
 No. of Main Boilers *2* Made in 1883 Donkey Boiler made in 18 Working Pressure, Main Boilers *90* lbs.;  
 Working Pressure, Donkey Boiler *45* lbs.; Owners *Dem. & Port. S. S. Co.* Port *London*  
 Last Survey No. Port Class of Vessel and Machinery *100 A 1 & L M C 4.83*  
 (As in Register Book).

## Particulars of Repairs and Examination *For Special Survey No. 1.*

(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? *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?

*Vessel placed in dry dock sea connections examined & found to be in good condition, propeller disconnected, tail shaft drawn & examined & found to be in good condition, the stern bush removed & propeller replaced Examined cylinders, slides, air, circulating feed & bilge pumps, all found in good condition Crank shaft examined, forward crank found to be flawed in after filler, recommended a bolt to be fitted through pin which has been done, the remainder of shaft sound. Main boilers examined internally & externally & found in good condition Safety valves in good condition & set under steam to the Working pressure of 90 lbs. Which boiler & safety valves in good condition valves lift at 45 lbs.*

## General Observations, Opinion, and Recommendation:— *The machinery being now*

(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.)

*in good & safe working condition, renders the vessel eligible in my opinion to be marked in the Register Book with*  
*L.M.C. 7.87*

Office or Registration Fee (per Sec. 27)..... £ *17/10/8*  
 Survey Fee (per Section 28)..... £ *4/4/8*  
 Special Damage, Fee (per Section 28)..... £ : :  
 \*Certificate (if required) as per margin..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :  
 Fees applied for  
 1887  
 Received by me, *21.10.1887*

*Geo. E. Wilkinson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUESDAY 9 AUGUST 1887*

Assigned *+ L M C 7.87*





It is submitted that this vessel is  
eligible to have the notification  
Lmb. 7.87 recorded

DP  
27/7/87

