

# REPORT of SURVEY for REPAIRS, &c.

49699

No. *86* Date of Writing Report *July 18<sup>th</sup> 1889* Port of *London* Received in London Office, *19. 7. 89*

No. in Reg. Book. *86* Survey held at *London* Date, First Survey *July 5<sup>th</sup>* Last Survey *July 11<sup>th</sup> 1889*

on the *Iron Screw Steamer: "ZENOBIA"* Master *H. Crude*

TONNAGE:— NET *1349* GROSS *2069* UNDER DK. *1914*

Built at *Whitby* By whom *J. Turnbull & Sons* When *1881*

Owners *Mr. Turner Brightman & Co.* Port belonging to *London*

Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *West Ind. Cr. Sh.* Destined Voyage *(if assigned)*

Length of Poop *✓* ft. of Forecastle *✓* ft. of Raised Or. Deck *✓* ft. of Moulded Depth *✓* ft. ins.

Classed *100A1*

Last Survey, No. *84* Port *London* *L.M.C. 5.86* *S.P. Sh. No. 1-86* *3.88*

(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.)

in Summer *4* ft. *4* ins. in Winter *4* ft. *7½* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Annual Survey and repairs.*

*Sighted Bottom which was found in good and sound condition, Scraped, and subsequently re-erated. Rudder-pintle re-bushed. It is reported that whilst at Buenos Aires, from Monte Video, on April 23<sup>rd</sup> 1889 this vessel came into collision with a ship called the "Pira-Davia", and as a consequence of this one plate in the strake immediately below main sheer on starboard side and about 15 feet abaft the front of the midship's bridge house, was found badly indented and fractured. This plate was cut out and replaced by new, all started rivets in the vicinity of same being made good.*

*The Green Decks of nos. 2 and 3 holds have been insulated for the purpose of carrying dead meat and previous to this being done, the packing in way of same was thoroughly cleaned and painted. A portion of the insulation in nos 1 & 2 Lower Holds was also*

PRESENT CONDITION OF THE	Good	Planks (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks	Good	Planks Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Waterways	Good	Breasthooks and Stemson	Good	Windlass & Capstan	Good	Condition, how ascertained	Good
Comings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Good
Up'r Dk. Beams & Fastenings	Good	Timbers of Frame at the opening	Good	Cement (if Iron Ship) (when seen)	Good	Anchors No. of	3 B.; 1 S. & 3 H.
Low'r Dk. Beams & Fastenings	Good	Ditto ditto at other places	Good	Caulking of Bot'm, D'k, & Wat'rways	Good	Cables	Reported complete
Planksheers	Good	Keelsons	Good	Copper of T.M. (State how fast.)	Good	Hawsers & Warps	Good
Sheerstrakes	Good	Clamps & Shells	Good	When painted	Good	Standing & Running Rigging	Good
Topsides	Good						
Wales	Good						
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good
						Hatches	Good

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good and efficient condition, and, all necessary repairs having been duly executed, I would respectfully submit that she is eligible to remain as classed and to have the notation "100A1-789" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28) ...	£	2	2
Special on Damage, Fee (if any) (per Sec. 28)...	£	:	:
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable) ...	£	:	:
Second Surveyor's Fee (if any) ...	£	:	:

Fees applied for,

*20. 7. 1889*

Received by me,

*1889*

*Henri Wilkinson*  
Surveyor to Lloyd's Register of British & Foreign Shipping.

FRIDAY 11 APRIL 1890

Committee's Minute

Character assigned

TUES 23 JULY 1889

100A1

Rpt to H.M. 20/3/90



49699. Jan.

also removed for the purpose of ascertaining the condition of the framing and plating at that part and the same was found well preserved and in good order.

The Decks, fittings & general outfit were also examined and the vessel as far as could be seen was, throughout, found in good & sound condition. The Fore and After Decks were also scraped & painted.

Henri Wilkinson

18.7.89

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



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