

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

No. *185* Date of Writing Report *Nov 16th 1889* Port of *London* (Received at London Office, *MON 18 NOV 1889*)
 No. in Reg. Book. *1191* Survey held at *London* Date, first Survey *Nov 12th* Last Survey *Nov 16th 1889*
 on the Machinery of the *S. S. Ceta* Master *Fendleri* No. of Visits *3*
 Tonnage { Gross *1191* Net *765* Vessel built at *Purcellville* By whom *Wm Richardson* When *1883*
 Registered Horse Power *150* Engines made at *"* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 No. of Main Boilers *1* Owners *Semurara & Barbier Co* Port *London* Voyage *Semurara*
 Steam Pressure in Main Boilers *90* If Surveyed *Afloat or in Dry Dock* *Most in Dock* Class of Vessel & Machinery
 in Donkey Boiler *55* (State name of Dock.) *S. S. Ceta* (As in Register Book, including date of last Boiler Survey.) *100A1.8.89*
 Last Survey No. *S. S. Ceta* Port *London* *8.2.201. Lon 84 + L.M.C. 4.88*

Particulars of Examination and Repairs (if any)

(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?

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?

Donkey boiler repaired at Limehouse & tested to 90 lbs pressure (hydraulic) all joints - sound & tight -

Boiler placed on board & secured, but safety valves could not be set, as the ship sailed in the morning & repairs are not quite completed. Owners state that this can be done more conveniently on the vessel return in two months

General Observations, Opinion, and Recommendation:--

(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.)

As far as seen, this vessel's machinery is in good condition & eligible in my opinion to remain as classed & to have B.S. 5.89 recorded when donkey boiler safety valves have been set

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

Francis Nelson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 22 NOV 1889*

TUES 11 FEB 1890

Assigned *Deferred for Completion of BS*



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Lloyd's Register Foundation

LN 627-0401

This also now sent on the Ship whether, and when, one will be sent.

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

It is submitted that this vessel will be
eligible to have B.S. 5. 89
recorded when the safety
valves of the donkey
boiler have been
adjusted under
steam.

N.A.

21-11-89

