

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

50030

(Received at London Office, MON 18 NOV 1889)

No. *185* Date of Writing Report *Nov 16<sup>th</sup> 1889* Port of *London*

No. in Reg. Book *185* Survey held at *London* Date, first Survey *Nov 12<sup>th</sup>* Last Survey *Nov 16<sup>th</sup> 1889*

on the Machinery of the *S. P. Ceta* Master *Fendleri* No. of Visits *3*

Tonnage { Gross *1191* Net *765* Vessel built at *Newcastle* 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 *Semyaga & Barbui 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 *100A1.8.89*

in Donkey Boiler *55* (State name of Dock.) *S. P. No. 1. Lon 84 + L.M.C. 4.88*

Last Survey No. *100A1.8.89* Port *London*

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's 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 Peterson*  
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*



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

