

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

(Received at London Office, _____)

TUES 24 DEC 1889

No. _____ Date of Writing Report _____ 188 _____ Port of _____
 No. in Reg. Book _____ Survey held at London Date, first Survey 18 Dec Last Survey 19 Dec 1889
136 on the Machinery of the S. S. Arena Master _____ No. of Visits 2
 Tonnage { Gross 747 Net 522 Vessel built at Sunderland By whom Darwin & Co When 1873 9
 Registered Horse Power 95 Engines made at Newcastle When 85 Boilers, when made (Main) 1885 (Donkey)
 No. of Main Boilers 1 Owners Red. Mkt. Bst. Arena Port Uddervalla Voyage _____
 Steam Pressure—150 If Surveyed Afloat or in Dry Dock Commercial Dock Class of Vessel & Machinery 90 A1
 in Donkey Boiler _____ (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey.) _____

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Part Special Survey
 (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?

Examined Main boiler and its safety valves and found them good.
Examined Intermediate Cylinder and high and intermediate slide valves & found them good.
Examined pumps and crankshaft & found them good.
The donkey boiler had still got to be seen as well as the main boiler safety valves under steam.
The rest of the machinery is said to have been surveyed in Copenhagen.
The vessel returns to London in about 2 months time
The tailship was seen in Copenhagen May. 88.

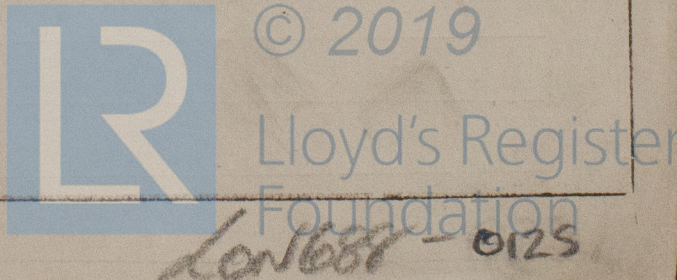
General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to have L.M.C. 12.89. recorded in the Register Book when the above parts have been seen.
 (State clearly what alteration, if any, is suggested to be 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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	
Survey Fee (per Section 28)	£ 3 : 10 : -		24 1889
Special Damage Fee (per Section 28)	£ : :		
*Certificate (if required) as per margin	£ : 5 :	received by me,	
Travelling Expenses (if chargeable).....	£ : :		11.1 1889

C. E. Cromeyer
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 3 JAN 90
 Assigned referred

FRIDAY 14 FEB 1890



It is submitted that this vessel will be eligible to
have L.M.C. 12-89 recorded when the donkey boiler
and its safety valve, have been examined
and the safety valves of the main and
donkey boilers adjusted under steam.
and the Machinery completed.

W.A.
2-1-90



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