

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

51279

SAT 1 NOV 1890

No. 105 Date of Writing Report Feb 31st 1890 Port of London
 No. in Reg. Book 105 Survey held at London Date, first Survey — Last Survey Oct 29th 1890
 on the Machinery of the s/s "Zeta" Master G. Sattou No. of Visits 1
 Tonnage Gross 2334 Net 1499 Vessel built at Sunderland By whom J. L. Thompson When 1888 Boilers, when made (Main) 1888 (Donkey) ✓
 Registered Horse Power 200 Engines made at Stockton When 1888 Boilers, when made (Main) 1888 (Donkey) ✓
 No. of Main Boilers — Owners Turner Brightman & Co Port London Voyage ✓
 Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock dry dock Class of Vessel & Machinery + 100 A.1-190
 in Donkey Boiler ✓ (State name of Dock.) West India (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + LMC 5-88

Last Survey No. — Port —

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?

Sea connections & propeller fastenings in good condition -

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 the machinery of this vessel is in good condition and is eligible in my opinion to remain as classed.

| | | | | |
|--|---|---|---|---|
| Office or Registration Fee (per Sec. 27)..... | £ | : | : | Fees applied for 18 received by me, 18 |
| Survey Fee (per Section 28) | £ | : | : | |
| Special Damage Fee (per Section 28) | £ | : | : | |
| *Certificate (if required) as per margin | £ | : | : | |
| Travelling Expenses (if chargeable)..... | £ | : | : | |

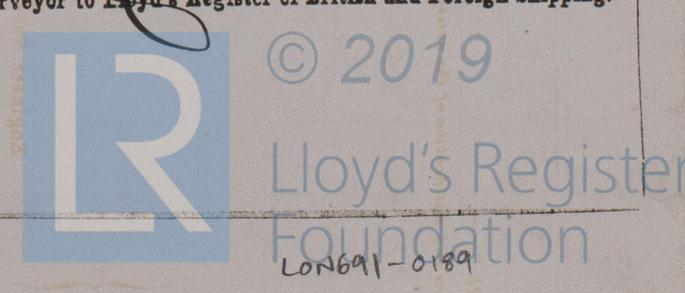
H. P. Cornish
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 7 NOV 1890
 Assigned As now

State if it is also a ship, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—6000, 9/12/89. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



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.

It is submitted that this vessel is eligible to remain as Classed.

W.A.

6-11-20

[Faint, illegible handwriting visible through the paper from the reverse side]



© 2019

Lloyd's Register Foundation