

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

51550

(Received at London Office,

THU 5 FEB 91

Date of Writing Report Feb: 4<sup>th</sup> 18 91 Port of London  
 No. in Reg. Book. Survey held at Limehouse Date, first Survey Jan: 19<sup>th</sup> Last Survey Jan: 31<sup>st</sup> 1891  
 14 on the Machinery of the s/s. "Eeta" Master E. Jenkins No. of Visits 4  
 Tonnage Gross 1191 Net 765 Vessel built at Newcastle By whom Wigham Richardson When 1883  
 Horse Power 150 Engines made at Newcastle When 1883 Boilers, when made (Main) 1883 (Donkey)  
 of Main Boilers Owners Demerara & Berbic S.S. Co. Port London Voyage  
 Pressure— 90 If Surveyed Afloat or in Dry Dock Bridge dry dock Class of Vessel & Machinery 4100 A.L. 2-90  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + June 7-87

Last Survey No. Port S.S. Co. No. 1-87 Part S.S. No. 2 damage B.S. 5-89  
 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

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?

What parts of the Boilers could not be thus thoroughly examined?

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 tail end shaft. Condition good. The stern tube bush has been re-wooded.

Damage said to have been caused through vessel grounding, the engine being worked ahead & astern while the vessel was on the ground. Examined crank shaft which was flawed in No 3 bearing, the flaw running round fillet of web for some distance. Recommended a new after crank shaft. The spare shaft has been fitted. Examined Condenser, circulating pump and sea cocks & valves.

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 I.M.C. 1/89, as the case may be.)

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

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 3 3 0  
 Special Damage Fee (per Section 28) £ : :  
 \*Certificate (if required) as per margin £ : :  
 Travelling Expenses (if chargeable) £ : :

Fees applied for

5/2/1891

Received by me,

2/2 18 91

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

Committee's Minute

Assigned

Drp. 91



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LON692-0074



It is submitted that this Vessel  
is eligible to remain as  
classified, and to have  
d & p. 1-91 recorded.  
and that the Survey be noted  
as part of S.P. No 2

W.A.  
7-2-91

