

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

No. _____ Date of Writing Report 13th April 1891 Port of London
 No. in Reg. Book. 3 Survey held at London Date, first Survey 14th April Last Survey 17th April 1891
 on the Machinery of the S.S. Zanzibar Master C. M. Lee No. of Visits 3
 Tonnage Gross 2964 Net 1919 Vessel built at H. Hartlepool By whom E. Withy When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 Registered Horse Power 300 Engines made at D Owners Zanzibar S.S. Co. (Limd) Port London Voyage ✓
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery 100 A1. 1290
 Steam Pressure in Main Boilers 160 (State name of Dock.) Poplar (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + LMC 1090
 in Donkey Boiler ✓

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(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 propeller, found all four blades broken ranging from 14" to 18" off points.

Examined tail end shaft, found same in good order

Recommended new propeller to be fitted which was done satisfactorily

These recommendations were made consequent on vessel having encountered floating ice in the river Scheldt

Examined all sea connections & their fastenings, found same in good working order.

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 & efficient working order and in my opinion eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>14/4 1891</u> <u>16/4 1891</u>
Survey Fee (per Section 28)	£ : :	
Special Damage Fee (per Section 28)	£ 2 : 2 :	
Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	Received by me, <u>16/4 1891</u>

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

Committee's Minute FRI. 17 APR 1891 TUES. 21 APR 1891

Assigned as now

It is submitted that this
vessel is eligible to
remain as classed

N.A.

16 4-91

