

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

(Received at London Office)

Date of writing Report Dec 2/92 1892 When handed in at Local Office London Port of London

No. in Reg. Book 1074 Survey held at London Date, First Survey Dec 7 Last Survey Dec 13 1892
(No. of Visits 5)
on the Machinery of the Wood, Iron or Steel S.S. "ZEPHYRUS" Master Perrison

Tonnage { Gross 2072 Vessel built at Whitby By whom Jurnbull Son When 1883 7.
Net 1357 Engines made at Stockton When 1883 Boilers, when made (Main) 1886 (Donkey) —

Registered Horse Power 160 Owners Turner Brightman & Co Port London Voyage South America

No. of Main Boilers Three If Surveyed Afloat or in Dry Dock S.W. India Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 80 lbs. (State name of Dock.) Dock

No Donkey Boiler —

Last Survey No. — Port — Damage & Repairs Boiler SurveyParticulars of Examination and Repairs (if any) Boiler Survey

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do.

Donkey

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

The owners have arranged to have the safety valves of forward boiler adjusted on vessel's arrival at Falmouth. Falmouth Surveyors have been advised.

Examined Main boilers internally & externally & the safety valves, found them to be in safe working condition. The two after main boilers were afterwards seen under steam & the safety valves adjusted to lift at 80 lbs. pressure.

Examined propeller, storm bush & sea connection's fastenings. Found tip of one propeller blade (for about 18") broken off. Tail shaft drawn in & examined & found to be seriously flawed, in the forward end of the cone. This damage was stated to have caused by the propeller striking the quay at Campana on October 3. 1892 for further particulars see Log book.

Repairs. A New Tail shaft (forging report attached) & a new propeller were fitted. & the storm bush was rewooded.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now

(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. 9, 92, R.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

as far as seems in good condition & in my opinion the vessel is eligible to remain as classed & have notification B.S. 12 92 recorded in the Register Book; when the safety valves of the forward boiler have been adjusted under steam.

Office or Registration Fee (per Sec. 27) £ 2 : 0 : 0
Survey Fee (per Section 28) £ 2 : 2 : 0
Special Damage Fee (per Section 28) £ — : — : —
Travelling Expenses (if chargeable) £ — : — : —

Fees applied for

20/12/1892

Received by me,

22/12/1892

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

*State if Certificate is required

Committee's Minute FM 23 DEC 1892Assigned B.S. 12 92

see Tab 3677



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It is requested that this
report, which is eligible for
the record No 8.12.92

when the forward main boiler
safety valves have been ex-
amined. On account of
break damage a new tailshaft
and new propeller have
been fitted.

COS

22/12/92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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