

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

49903

(Received at London Office, SAT 5 OCT 1889)

No. 59 Date of Writing Report 1889 Port of London  
 No. in Register Book 59 Survey held at London Date, first Survey 7 Last Survey Oct. 4 1889  
 on the Machinery of the S. S. "Florida" Master C. Mitchell & Co. No. of Visits 1  
 Gross Tonnage 3138 Net Tonnage 2044 Vessel built at Newcastle By whom C. Mitchell & Co. When 1882-9  
 Registered Horse Power 350 Engines made at Sld. When 1882 Boilers, when made (Main) 1882 (Donkey)  
 No. of Main Boilers 4 Owners Nelson Donkin & Co. Port London Voyage  
 Steam Pressure in Main Boilers 90 lbs.  Surveyed Afloat or in Dry Dock London  
 in Donkey Boiler            (State name of Dock.)  
 Class of Vessel & Machinery 100 A 1.  
 (As in Register Book, including date of last Boiler Survey.) -1-L.M.C. 5.86.  
 §§ Liv: No 1-86.

Last Survey No.            Port           

Particulars of Examination and Repairs (if any) Annual B.S  
 (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?

Vessel placed in dry dock sea connections examined & found to be in good condition, the propeller & its connections sound & the tail shaft down  $\frac{5}{16}$ " in Stern bush.

Main Boilers examined internally & externally all four of the Comb. chbr. backs of middle furnaces more or less patched & the front ends at bottom of shells, have covering patches, the remainder of boilers in fairly good condition. These boilers have now been retubed. Safety valves examined: Found in good condition. Which boiler examined: one cross tube patched & one more or less out of shape & bulged. Eight new stays to fit in Steam Space. Safety valves in good condition. A supplementary Which boiler on deck is now disused & the owners propose to land it at the Tyne where the vessel is now bound.

To complete the survey the Safety valves of the Main Boilers have to be set to the W.P. of 90 lbs. & three of the Which boiler to 45 lbs. & eight new stays in steam space. This the owners propose to do on the vessel's arrival on the Tyne.

General Observations, Opinion, and Recommendation:— The Boilers being now in good & safe working condition: renders the vessel eligible in my opinion to remain as classed & have the notification B.S. with a fresh date on completion of recommendations & setting of Safety Valves.

For Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 10.10 1889 received by me, 14/10 1889
Survey Fee (per Section 28).....	£	:	10	
Additional Damage Fee (per Section 28).....	£	:	:	
Certificate (if required) as per margin.....	£	:	:	
Printing Expenses (if chargeable).....	£	:	:	

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

Committee's Minute Defered FRIDAY 11 OCT 1889 FRIDAY 18 OCT 1889 FRIDAY 6 DEC 1889  
 Signed             
 © 2021 Lloyd's Register Foundation

It is submitted that this vessel will be desirable to have B.S. 10.89 recorded when the safety valves of the main boilers have been set to the working pressure of 90 lbs and those of the launch boiler to 45 lbs and 8 men stags be fitted in the steam space and the supplementary launch boiler not to be used again.

N.A.  
11-10-89

