

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

(Received at London Office,

SAT 5 OCT 1889

No. 49903
Date of Writing Report 1889 Port of
No. in Survey held at London Date, first Survey 7 Last Survey Oct. 4 1889
g. Book. on the Machinery of the S. S. "Florida" Master No. of Visits 1
Gross 3138 Net 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 Owners Nelson Donkin & Co. Port Voyage
Steam Pressure in Main Boilers 90 lbs. Surveyed Afloat or in Dry Dock Intorn
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-LMC 5.86
\$3 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 examd. & found to be in good condition, the propeller & its connections sound & the tail shaft down 5 1/2" in Stern bush.

Main Boilers examd. internally & externally all four of the Comb. chr. 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 examd. & found in good condition. Which boiler examd. 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:—

(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.)

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) £ : :
Fee (per Section 28) £ 1 : 10
Additional Damage Fee (per Section 28) £ : :
Certificate (if required) as per margin £ : :
Printing Expenses (if chargeable) £ : :

Fees applied for

10.10 1889

received by me,

14/10 1889

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

Committee's Minute FRIDAY 11 OCT 1889

FRIDAY 18 OCT 1889

FRIDAY 6 DEC 1889

Lloyd's Register
Foundation

Signed

Deferred

W. H. P. 5/10/89

It is submitted that this vessel will be capable 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
stays be fitted in the steam space
and the supplementary launch
boiler not to be used
again.

N.A.

11-10-89



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