

51,302

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

No. 539 Date of Writing Report Nov 15<sup>th</sup> 1890 Port of London (Received at London Office. TUES 18 NOV 1890)

No. in Reg. Book 539 Survey held at Blackwall Date, first Survey Feb 24<sup>th</sup> Last Survey Nov 13<sup>th</sup> 1890

on the Machinery of the s/s "Mid Surrey" Master G. Dobbin No. of Visits 7

Tonnage Gross 903 Net 566 Vessel built at Newcastle By whom Palmer's Co. When 1870 Boilers, when made (Main) 1876 (Donkey) now

Registered Horse Power 90 Engines made at do Owners Harris & Dixon Port London Voyage -

No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock afloat Class of Vessel & Machinery +90 A.1.7-89

Steam Pressure in Main Boilers 70 (State name of Dock.) Stewart's Yard (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) due 5-88

in Donkey Boiler no. 5.75

Last Survey No. S.S. Shl. 403-5-88 Port London

## 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

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? yes

If this was not done, state for what reasons? no donkey boiler

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 boilers internally & externally, The Bottoms of Front renewed in each boiler in a satisfactory manner.

Found a crack in back of combustion chamber in Starboard Boiler. The cracks & lamination of the plate have been cut out & efficient patch fitted.

a patch about 18" in length & 10" wide has been fitted on the bottom of each boiler, on the forward circumferential seam.

Adjusted safety valves under steam, valves blew at 70 lbs per sq. inch

## General Observations, Opinion, and Recommendation:—

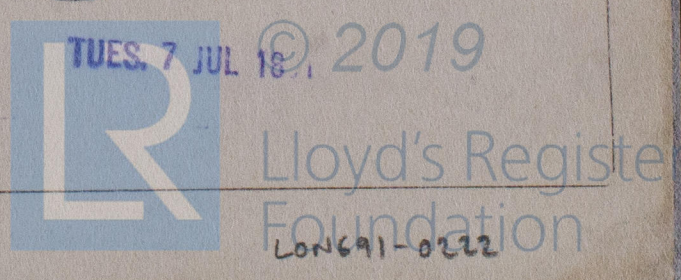
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or B. & M.C. 1/89, as the case may be.)

As far as seen the machinery of this vessel is now in good order and is eligible in my opinion to have B.S. 5-90 recorded in the Register Book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	✓	0	18
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute FRI 21 NOV 1890  
Assigned AS 5790 FRI 3 JUL 1891



See how sent on the ship  
late if or if

L. & S. Form No. 9—Transfer L.R.—6000, 9/12/89. (The Surveyor is requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book



It is submitted that this  
vessel is eligible to  
have B.S. 5. 90  
recorded.

M. A.  
18-11-90

