

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

No. *573* Date of Writing Report *July 31<sup>st</sup> 1891* Port of *London*  
Survey held at *hutchinson* Date, first Survey *July 18<sup>th</sup>* Last Survey *July 30<sup>th</sup> 1891*  
on the Machinery of the *s/s. "Mimosa"* Master *Rode* No. of Visits  
Tonnage { Gross *1558* Net *1013* Vessel built at *Newcastle* By whom *J. S. Edwards & Sons* When *1888* Boilers, when made (Main) *1888* (Donkey)  
Registered Horse Power *140* Engines made at *Stockton* Owners *Arthur S. S. Co. Ltd.* Port *London* Voyage  
No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Hutchinson Dry Dock* Class of Vessel & Machinery *+100 A.I. 12-90*  
Steam Pressure in Main Boilers *160 lbs* (State name of Dock.) *Hutchinson Dry Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ hull 2-88*  
Donkey Boiler *70th*

st Survey No. *24* Port *M.W.D.*  
Particulars of Examination and Repairs (if any) *Condition*

(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 not, 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 sea-cock fastenings, propeller & propeller fastenings. Condition good.*

*A new thrust shaft is stated to have been fitted recently in keel. This shaft is marked thus*

*Lloyds  
No 154  
W.R.A*

General Observations, Opinion, and Recommendation :--

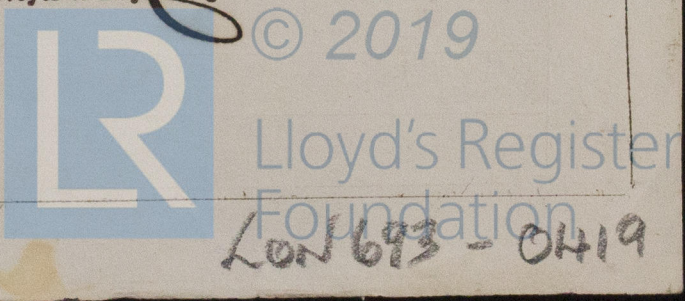
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or \* L.M.C. 1/89, as the case may be.)

*So far as seen the machinery is in good condition and the vessel is in my opinion eligible to remain as classed in the Register Book with name to be expunged from the limitation list*

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

Com. *See's Minute* *FRI. 7 AUG 1891*  
*as now*

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





It is submitted that this vessel  
is eligible to remain enclosed

Q. R. P.

1891

2100  
 1000  
 A. 2100

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Lloyd's Register  
Foundation