

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

52676

MON. 1 FEB 1892
TUES. 2 FEB 1892

(Received at London Office)

Date of Writing Report *Jan: 30th 1892* Port of *London*

No. in Reg. Book *563* Survey held at *London* Date, first Survey *Jan: 20th* Last Survey *Jan: 29th 1892*

on the Machinery of the *sp Mid Surrey* Master *—* No. of Visits *4*

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

Registered Horse Power *90* Engines made at *do.* Owners *Harris & Dixon* Port *London* Voyage *—*

No. of Main Boilers *Two* If Surveyed Afloat or in Dry Dock *Orchard Dry Dock.* Class of Vessel & Machinery *490A.1.6-91*

Steam Pressure in Main Boilers *70 lbs* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Lmc 5-88*

Donkey Boiler *—* Last Survey No. *—* Port *—*

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 Main Boiler separately and make a thorough examination at this time? *Yes*

Do. " Donkey " " " " *no donkey boiler*

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? *Yes*

At what pressure were they afterwards adjusted under steam? *70 lbs per sq inch*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *—*

To what pressure were they afterwards adjusted? *—*

Examined main boilers & safety valves, & adjusted safety valves to blow at 70 lbs per sq in press:

The boilers were thoroughly scaled & cleaned and four new combustion chamber side stays were fitted -

Examined tail shaft & sea-cocks, condition satisfactory.

The stern bush has now been re-wooded -

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

of this vessel is in safe-working condition and eligible in my opinion to remain as classed and to have B.S. 1-92 recorded in the register book.

Name to be expunged from limit list -

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1.	10.0	2/21 18 92
Special Damage Fee (per Section 28)	£	:	:	—
Travelling Expenses (if chargeable)	£	:	:	Received by me, 192 18 92

*State if Certificate is required

Committee's Minute *FRI 5 FEB 1892*

Assigned *BS 1, 92*

note - non-limit



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LON695-0168

State if a Report is, now, or if not whether, a, when, one with or sent.

16.-L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91
*Certificate to be sent to
(The Surveyor is requested not to write on or before the space for Committee's Minute.)

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

It is submitted that
and to have her name
removed from the
limited list.

C.S.S.
2.2.92



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