

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

WED. 17 FEB 1892

No. 1 Date of Writing Report Feb. 13<sup>th</sup> 1892 Port of London  
No. in Reg. Book 465 Survey held at London Date, first Survey Jan: 25<sup>th</sup> Last Survey Feb 10<sup>th</sup> 1892  
on the Machinery of the ss "Horoby Grange" Master No. of Visits 4  
Tonnage Gross 2473 Net 1593 Vessel built at Newcastle By whom Wigham Richardson When 1890  
Registered Horse Power 400 Engines made at do: When 1890 Boilers, when made (Main) 1890 (Donkey) 1890  
No. of Main Boilers 1 Owners Houlder Bros & Co Port London Voyage  
Steam Pressure in Main Boilers 150 lbs If Surveyed Afloat or in Dry Dock Rait Gardiner's Dry Dock Class of Vessel & Machinery 100A.1.5-90  
in Donkey Boiler 1 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.  
(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?  
Do. " Donkey " " " "

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?  
At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?  
To what pressure were they afterwards adjusted?

Recommendations and repairs in consequence of damage alleged to have been sustained through grounding, whilst on a voyage from Salmouth to La Plata, Nov. 4<sup>th</sup> + 27<sup>th</sup> 91 and through a rope fouling propeller Nov 28<sup>th</sup> 91

Work done:- Stern bush re-wooded, shafting, sea-cocks, and circulating pump examined and found in good condition

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.)  
So far as seen the machinery is in good condition and eligible in my opinion to remain as classed in the register book.

Office or Registration Fee (per Sec. 27) £ 3.3.0 Fees applied for 20/11 1892  
Survey Fee (per Section 28) £ : : Received by me, 23.2 1892  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
\*State if Certificate is required

Committee's Minute TUES. 1 MAR 1892  
Assigned



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that  
this vessel is eligible to  
remain AB CLASSED.

Cert.  
24.2.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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