

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

FRI. 26 FEB 1897

Date of writing Report Feb. 26 1897 When handed in at Local Office 18 Port of London
 No. in Reg. Book. 697 Survey held at Silbury Date, First Survey Feb. 1 Last Survey Feb. 23 1897
 on the Machinery of the Wood, Iron or Steel P.S. "Mimosa" Master Belahing
 Tonnage { Gross 1558 Net 1013 Vessel built at Howe By whom Edwards & Son When 1888 Boilers, when made (Main) 1888 (Donkey) 1888
 Registered Horse Power 171 Engines made at Stockton Owners (J. Stephens & Sons) Port London Voyage Cardiff
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Silbury Dry Dock
 Steam Pressure— in Main Boilers 160 lbs in Donkey Boilers 65 lbs

Last Survey No. PortParticulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

Examined propeller, screw shaft, stem bush, and fastenings.

Repair due to damage by grounding. Stem bush rewooded.

General Observations, Opinion, and Recommendation:—This vessel's Machinery is now as

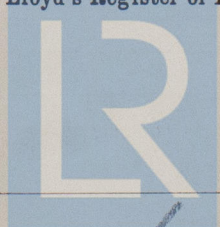
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

far as seen is good condition & in my opinion the vessel is eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 2/3 18 97
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 1 : 1 : 0
 Travelling Expenses (if chargeable) £ 10 : 2 : 0
19 : 0
 Received by me, SAH
 *State if Certificate is required

Committee's Minute FRI. MAR 5 1897Assigned As now

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



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 Foundation

LON 712-0045

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

E.S.
2. 3. 97

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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