

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

(Received at London Office

TUES. 15 FEB 1898

Date of writing Report 14 Feb 1898 When handed in at Local Office Glasgow 18 98 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 2nd February 1898 and Last Survey 2nd February 1898
 on the Machinery of the Wood, Iron or Steel S.S. Rona Master W. Dequard 95-98
 (No. of Visits one)

Age { Gross 15.80 Vessel built at Dumbarton By whom H. Roney & Sons When 1893-14
 Net 2299 Engines made at Glasgow When 1893 Boilers, when made (Main) 1893 (Donkey) 1893
 Registered Horse Power 329 Owners Dumbarton Steamship Coy & Port Glasgow Voyage Rayoon
 No. of Main Boilers two If Surveyed Afloat or in Dry Dock (State name of Dock.)
 No. of Donkey Boilers one
 Steam Pressure in Main Boilers 160 lbs
 in Donkey Boilers 10 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 10-97		+ L.M.C 5-97

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Repairs

(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.
- Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Do.
- Was this not done, state for what reasons? _____
- What parts of the Boilers could not be thus thoroughly examined? _____
- So 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 spare propeller shaft fitted, state whether new?
- If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? _____

Main steam pipe, stated to be defective at the Brazing, repaired by cutting the pipe, and adding a new piece to it. Tested by hydraulic to 320 lbs, and found satisfactory.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel as far as seen, in my opinion, is in safe working condition, and eligible to remain as classed, without fresh record of Survey.

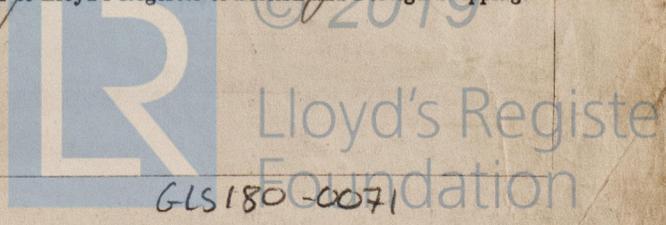
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me, 18

R. J. B. Curdick
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI. 1 JUL 1898

Committee's Minute FRI. 18 FEB 1898

Assigned Deferred



Machinery of the...
 been held...
 The Surveyors are requested not to write on or below the space for Committee's Minute.
 2608—27/1/97.—5,000.—17th.

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

Main steam pipe repaired

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 as CLASSED.*

7/15/2/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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