

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

(Received at London Office,

THURS 31 OCT 1889

No. *830* Date of Writing Report *October 31st 1889* Port of *London*
 No. in Reg. Book. *830* Survey held at *London* Date, first Survey *Sept 30th* Last Survey *October 26 1889*
 on the Machinery of the *S.S. Mona* Master *Berner* No. of Visits *11*
 Tonnage Gross *558* Net *425* Vessel built at *Hull* By whom *Earle & Co* When *1866* YEAR. MONTH. *4*
 Registered Horse Power *65* Engines made at *"* When *1875* Boilers, when made (Main) *1875* (Donkey) *"*
 No. of Main Boilers *one* Owners *L. E. Scott* Port *London* Voyage *to Gool*
 Steam Pressure in Main Boilers *40 lbs* If Surveyed Afloat or in Dry Dock *Limehouse* Class of Vessel & Machinery
 in Donkey Boiler (State name of Dock.) *"* (As in Register Book, including date of last Boiler Survey.) *10-85*

Last Survey No. *MS. 8.82 + BS. 3.84* Port *"*

Particulars of Examination and Repairs (if any) *Re Classing*
 (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? *Yes*

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?

Crankshaft & slide valves examined & slide valves properly set. All the other working parts of engines examined & found in order in September last see Rept sent in 6.9.89.

Main & donkey boilers & safety valves examined & all the recommendation made in the abovementioned report carried out.

Main boiler tested by hydraulic pressure to 110 lbs per sq inch & found in a satisfactory condition

Main boiler safety valves tested & set to 40 lbs per sq inch. Engines turned round by steam, satisfactory

Donkey boiler safety valves dead weighted & calculated to blow at 45 lbs □"

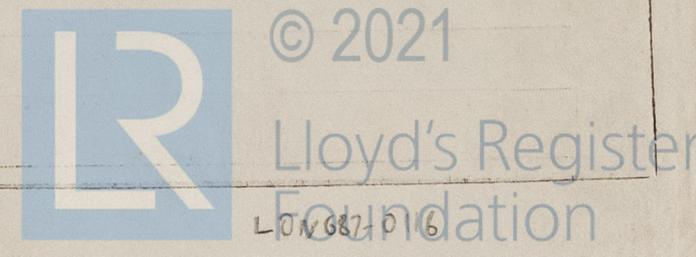
General Observations, Opinion, and Recommendation:— *This vessel's machinery having been thoroughly overhauled & put in an efficient condition, she is eligible in my opinion to be classed B + MS. 10.89 in the Register Book*

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 8 : 8	} 28. 11 1889
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : 2	
Travelling Expenses (if chargeable)	£ : :	
		received by me, <i>B. H. M. 1889</i>

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

Assigned
 Machinery Certificate
 Committee's Minute

FRIDAY 29 NOV 1889
B + MS 10/89



State if a Report is also sent on the Ship or if not whether, and why, it will be sent.

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

T. & S. Form No. 2—Transfer Ink—6000, 28/1/89. * Certificate to be sent to the Registrar of Shipping.

It is submitted that this
account is eligible to
have B 4 m S 10. 89
recorded

MS

28.11.89

БИБЛИОТЕКА ИСТОРИКО-ПРАВОВЫХ НАУК



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Foundation