

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

50549

No. 830 Date of Writing Report April 26<sup>th</sup> 1890 Port of London  
 No. in Reg. Book. 830 Survey held at London Date, first Survey April 18<sup>th</sup> Last Survey April 25<sup>th</sup> 1890  
 on the Machinery of the S. B. Mona Master ✓ No. of Visits 2  
 Tonnage Gross 490 Net 286 Vessel built at Hull By whom Earle's Cop 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 H. E. Scott Port " Voyage "  
 Steam Pressure in Main Boilers 40 lbs If Surveyed Afloat ✓ in Dry Dock Mark Brown's Wf Class of Vessel & Machinery  
 in Donkey Boiler " (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 85 A1. 11. 89  
 Last Survey No. 7220 Port Hull B+MS. 10. 89

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 pairs 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?  
 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?

Examined both furnaces & found in the Star<sup>d</sup> furnace, a bolted patch at the junction of furnace with comb<sup>r</sup> chamber, & in the port furnace likewise a bolted patch but smaller than the other, both patches are tight & sound

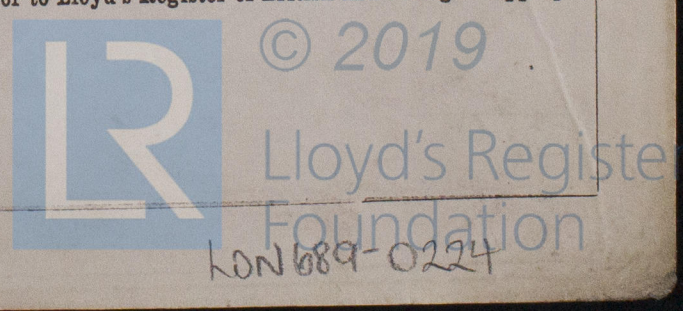
owner states that it is not convenient to stop the vessel just now, but that at the expiration of the present charter, which will be in about six weeks; he will undertake to do any repairs then deemed necessary

## 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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)  
 as far as seen this vessel's machinery is in a safe working condition, & eligible in my opinion to remain as classed provided that repairs to the furnaces are executed at the end of the present charter; viz, in about six weeks from present date

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

Committee's Minute TUES 29 APRIL 1890 FRI 13 JUNE 1890  
 Assigned Deferred for  
30/4/90 Bk Rpr  
 Maurice Peterson  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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



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, subject  
to the boilers being efficiently  
repaired in about  
6 weeks time.

W. A.  
20 4 20

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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