

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

50746

(Received at London Office, FRI 6 JUNE 1890)

No. 830 Date of Writing Report June 5th 1890 Port of London
 No. in Reg. Book 491 Survey held at London Date, first Survey May 23rd Last Survey May 27th 1890
 on the Machinery of the S.S. Irona Master ✓ No. of Visits 4
 Tonnage Gross 491 Net 286 Vessel built at Hull By whom Earle's Shipyards When 1866
 Registered Horse Power 65 Engines made at Hull When 1875 Boilers, when made (Main) 1875 (Donkey) ✓
 No. of Main Boilers one Owners J. E. Scott Port ✓ Voyage ✓
 Steam Pressure in Main Boilers 40 lbs If Surveyed Afloat or in Dry Dock Woolwich & St Catharines
 in Donkey Boiler ✓ Class of Vessel & Machinery 85-A1-11-89
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B+MS-10-89

Last Survey No. 505/49 Port Hull
 Particulars of Examination and Repairs (if any) DD Lon. No 3-11-89
 (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?
 If this was not done, state for what reasons?
 And what parts of the Boilers could not be thus thoroughly examined?
 Are 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?

Patches spoken of in Hull report No 4220 taken off plate cut out & a larger patch extending to the joint (in both cases) rivetted on
 Two cracks were found in the star furnace & the plate cut out in both cases & patches rivetted on. a hole drilled in star furnace where pitted & a rivet put in
 Boiler examined & sounded internally & externally & now appears in fair working condition
 stove hole floor has had wooden planks fitted below plates & is now quite secure no coals now being able to get into bilges

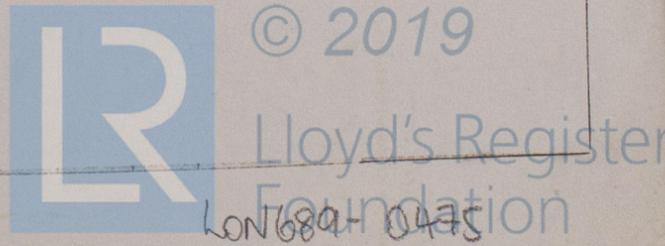
Bilges thoroughly cleaned, also boiler sealed & cleaned

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 & she is eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 24)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

Committee's Minute FRI 13 JUNE 1890
 Assigned Remain as classed



State if a T. port is also now sent on the ship or if not whether and when, one will be sent.

The Surveyors are requested not to write on or over the margin of this Report, but to send any observations to be sent to the Registrar of Shipping.

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

It is submitted that this vessel is eligible to remain as classed.

N.A.
12-6-90

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