50746

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

(Received at London Office, FRI 6 JUNE 1890)

No. ..... Date of Writing Report June 5th 1890 Port of London

No. in Reg. Book. 830 Survey held at London Date, first Survey May 23rd Last Survey May 29th 1890

on the Machinery of the S.S. Iona Master ✓ No. of Visits 4

Tonnage: Gross 497, Net 286 Vessel built at Hull By whom Earle's Shipbldg When 1866 (Year) 4 (Month)

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 ..... Voyage .....

Steam Pressure — in Main Boilers 70 lbs If Surveyed Afloat or in Dry Dock (State name of Dock.) Woolwich & St Katherine

in Donkey Boiler ✓ Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 85 A1. 11.89 B&MS. 10.89 S.S. Lon. No.3 - 11.89

Last Survey No. 50549 Port Hull

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 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?

And 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 rept No 7220 taken off
plate cut out & a larger patch extending to the
joint (in both cases) rivetted on
Two cracks were found in the starbd 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
stokehole 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 scaled
& 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 vessels 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 18
Survey Fee (per Section 28)	£ : :	
Special Damage Fee (per Section 28)	£ : :	Received by me, 18
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

Maurice Rickson
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 Report 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 below the space for Committee's Minute.)

*Certificate to be sent to

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

LON689-0475

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.

N.A.
12-6-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.