

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

No. *51044* Date of Writing Report *August 19th 1890* Port of *London* (Received at London Office. *AT 23 AUGUST 1890*)
 No. in Reg. Book. *650* Survey held at *London* Date, first Survey *July 3rd* Last Survey *August 14 1890*
on the Machinery of the S.S. "Thona" Master *Frank* No. of Visits *8*
 Tonnage Gross *491* Net *286 435* Vessel built at *Hull* By whom *C. & W. Earles* When *1866* Year. Month. *7*
 Registered Horse Power *65* Engines made at *"* When *1875* Boilers, when made (Main) *1875* (Donkey) *"*
 No. of Main Boilers *One* Owners *J. E. Scott* Port *London* Voyage *"*
 Steam Pressure in Main Boilers *10 lbs* If Surveyed Afloat or in Dry Dock *West End Dock* 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*
BxMS. 10. 89

Last Survey No. *60746* Port *London*

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?

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?

Old furnaces having come down two new plain furnaces fitted, new back comb chamber plates at bottom also front plate renewed, patch in the star from comb chamber back in the way of a stay-taken off & a new one fitted, & the stay in the centre of it - renewed; two patches formerly bolted onto the bottom of shell taken off & rivetted into place & any other patches on bottom of shell where leaking taken off & joints - remade.

Safety valves examined & adjusted, a new lever being fitted on one.

Belgins cleaned & pipes repaired where distorted during repairs, stokehold platform repaired where necessary

Boiler afterwards tested by hydraulic pressure to 105 lbs per sq. inch & thoroughly examined all over during this operation

General repairs of a minor description to engines

General Observations, Opinion, and Recommendation:— *This vessel's machinery as far as can be seen is now in good condition, her boiler has been thoroughly repaired, & she is now eligible in my opinion to remain as classed*

(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.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	<i>23/8 1890</i>
Special Damage Fee (per Section 28)	£	4	4	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	<i>25/8 1890</i>

Manuel Pichon
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 20 AUGUST 1890*

Assigned *As now*



Lloyd's Register Foundation

LON690 - 0351

It is submitted that this
vessel is capable to
remain as
classed—

W.A.
25.2.90

Before the vessel can have
its records it will be necessary to have
the Donkey Boiler surveyed & its
safety valve adjusted.

J.M. 25/5/91



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