

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

51044

(Received at London Office.)

No. \_\_\_\_\_ Date of Writing Report *August 19<sup>th</sup> 1890* Port of *London* AT 23 AUGUST 1890

No. in Reg. Book. *650* Survey held at *London* Date, first Survey *July 3<sup>rd</sup>* Last Survey *August 14 1890*

*on the Machinery of the S.S. "Dona"* Master *Frank* No. of Visits *8*

Tonnage } Gross *491* Vessel built at *Hull* By whom *G. W. Charles* When *1866* YEAR. MONTH.  
 Net *435*

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 *40 lbs* If Surveyed Afloat or in Dry Dock *West End Dock* Class of Vessel & Machinery  
 in Donkey Boiler \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey)

Last Survey No. *60746* Port *London* *85A1.11.89*  
*BxMS.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 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 fore 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 & riveted 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.*

*Belgias cleaned & pipes repaired where disturbed during repairs, stowhold 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:—

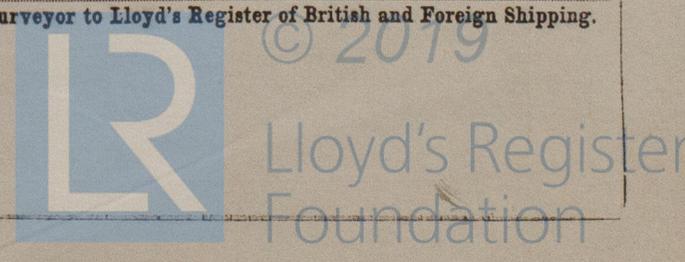
*This vessel's machinery as far as run is now in good condition, her boiler has been thoroughly repaired, & she is now eligible in my opinion to remain as classed*

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	} received by me, <i>25/8/1890</i>
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

*Francis Peabon*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 20 AUGUST 1890*

Assigned *As above*



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

W.A.  
25.2.90

Before the vessel can have B2 8.90 records it will be necessary to have the Donkey Boiler surveyed & its safety valve adjusted.

J.M. 25/2/90



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