

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

No. *677* Date of Writing Report *June 4th 1891* Port of *London* (Received at London Office *FRI 5 JUN 1891*)

Survey held at *London* Date, first Survey *June 2* Last Survey *June 2 1891*

on the Machinery of the *S.S. Mona* Master *Frank* No. of Visits *1*

Tonnage Gross *491* Net *286* Vessel built at *Hull* By whom *G. H. Carle* When *1866* Boilers, when made (Main) *1875* (Donkey) *-*

Registered Horse Power *65* Engines made at *"* Port *Hull* Voyage *Goole*

No. of Main Boilers *one* Owners *J. E. Scott* If Surveyed Afloat *in Dry Dock* *St. Catherine's St.* Class of Vessel & Machinery *As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.* *+35-A1-11-89*

Steam Pressure in Main Boilers *40* in Donkey Boiler *50* Last Survey No. *5704* Port *Lon* *B+S. 10-89*

Particulars of Examination and Repairs (if any) *Annual B.S. (Completion) S.D. 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 Main Boiler separately and make a thorough examination at this time? *Yes in July & August 1890*

Do. " Donkey " " " *Yes*

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 personal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler? *-*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes in July & August 1890*

At what pressure were they afterwards adjusted under steam? *Lower weight calculated to blow at 70 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted? *Lead weight calculated to blow at 50 lbs*

Examined donkey boiler & its safety valves. Result satisfactory

This completes the Annual B.S. begun in July 1890

donkey safety valve weight of spindle valve & weights = 281 lbs
lead of valve = 2 1/2 ins bare

5.6) 2810 (501
280
100

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 run this vessel's machinery is in satisfactory condition, & eligible in my opinion to remain as classed & to have B.S. 8.90 recorded in the reg book

Office or Registration Fee (per Sec. 27) £ *1 10* Fees applied for *576/91*

Survey Fee (per Section 28) £ *1 10* Received by me, *Frank Pugh*

Special Damage Fee (per Section 29) £ *8/6* 1891

Travelling Expenses (if chargeable) £ *-*

*State if Certificate is required

Committee's Minute *TUES. 9 JUN 1891*

Assigned *R.S. 8/90*

Comp. B.S. *Low 693 - 0125*

It is submitted that this
vessel is eligible to have
B.S. 8-90 recorded

N.A.

5-6-91



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