

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

No. *57939* Date of Writing Report *June 4<sup>th</sup> 1891* Port of *London* (Received at London Office *FRI 5 JUN 1891*)  
 No. in Reg. Book *57939* Survey held at *London* Date, first Survey *June 2 1891* 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 *"* When *1866* 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 *R.W.D.*  
 Steam Pressure in Main Boilers *40* in Donkey Boiler *50* Last Survey No. *57939* Port *Lon* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+85 A.I. 11.89*  
*B+S. 10.89*

Particulars of Examination and Repairs (if any) *Annual B.S. (Completion) S.S. 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 weighted 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 weighted 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 bore*

*5.6) 2810 (501) 0  
 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 seen 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) £ : :  
 Survey Fee (per Section 28) £ 1 10 : :  
 Special Damage Fee (per Section 25) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 \*State if Certificate is required

Fees applied for

*576/18 91*

Received by me,

*8/6 1891*

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

Committee's Minute *TUES. 9 JUN 1891*

Assigned *R.S. 8/90*

*Comp. B.S.*



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*LOW 693 - 0125*

No. 15 also, if not altered, and when one will be sent.

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

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

N.A.

5-6-91



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