

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

THURS. 14 JAN 1892

No. *677* Date of Writing Report *Jan: 13<sup>th</sup> 1892* Port of *London*  
No. in Reg. Book *677* Survey held at *London* Date, first Survey *Dec: 20<sup>th</sup>* Last Survey *Jan: 11<sup>th</sup> 1892*  
on the Machinery of the *ss "Mona"* Master *C. W. Earle* No. of Visits *6*  
Tonnage Gross *491* Net *286* Vessel built at *Hull* By whom *C. W. Earle* When *1866* Boilers, when made (Main) *1875* (Donkey) *-*  
Registered Horse Power *65* Engines made at *do.* Owners *J. E. Scott* Port *Hull* Voyage *-*  
No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Huiskilus' Dry Dock* Class of Vessel & Machinery *785A. 11.89*  
Steam Pressure in Main Boilers *70<sup>th</sup>* in Donkey Boiler *45<sup>th</sup>* (State name of Dock.)  
Last Survey No. *-* Port *-*

Particulars of Examination and Repairs (if any) *Annual B.S. & damage.*  
(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*  
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 internal 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*  
At what pressure were they afterwards adjusted under steam? *Deadweighted to 70<sup>th</sup> per sq. inch*  
Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*  
To what pressure were they afterwards adjusted? *" " 45<sup>th</sup> per sq. inch.*

*Two patches on circumferential seams at bottom of main boiler renewed*  
*One patch in firebox of donkey boiler at line of firebars renewed and extended.*  
*Examined tail shaft, forward lines renewed, stern bush renewed.*  
*Recommendations and repairs in consequence of damage alleged to have been sustained on Aug. 10<sup>th</sup> 91 & Oct 24<sup>th</sup> 91.*  
*Aug. 10<sup>th</sup> Vessel grounded whilst proceeding down Goole river.*  
*In No 3 bearings of crank shaft is a longitudinal flaw extending 1/2 the length of the pin, running round fillet for 1/3 of the circumference & finally entering the web for about 3 inches. Recommended a new shaft, but as a temporary repair, whilst a new shaft is being made, recommended a strap to be fitted round web, which has been done.*  
*Oct 24<sup>th</sup> Extract from log. "Two ropes fouled propeller" Oct 24<sup>th</sup> put ship on bank & cleared ropes". On examination found the stern bush bolts sheared recommended the stern bush to be secured, new bolts fitted.*

General Observations, Opinion, and Recommendation:— *So far as seen the machinery is in safe working condition and eligible in my opinion to remain as classed (provided crank shaft be renewed within one month's time) & to have B.S. 1-92 recorded in the Register Book.*

Office or Registration Fee (per Sec. 27) £ *1.10.0* Fees applied for *14/11/1892*  
Survey Fee (per Section 28) £ *3.3.0*  
Special Damage Fee (per Section 28) £ *-*  
Travelling Expenses (if chargeable) £ *-*  
Received by me, *H. P. Cornish*  
15.1.1892

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

Committee's Minute *FRI 22 JAN 1892*  
Assigned *BS 1, 92*  
*Note limit*



It is submitted that this vessel is eligible to  
have B.S. 1-92 recorded, and to remain  
as classed. Subject to the Gravit  
shaft being renewed within  
one month this time.

N.A.  
19-1-92

