

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

(Received at London Office)

THURS. 14 JAN 1892

No. 677 Date of Writing Report Jan: 13th 1892 Port of LONDON
 No. in Reg. Book 677 Survey held at LONDON Date, first Survey Dec: 20th Last Survey Jan: 11th 1892
 on the Machinery of the of "Mona" Master — No. of Visits 6
 Tonnage Gross 491 Net 286 Vessel built at Hull By whom C. W. Earle When 1866 Year 7
 Registered Horse Power 65 Engines made at do. When 1875 Boilers, when made (Main) 1875 (Donkey) —
 No. of Main Boilers one Owners J. E. Scott Port Hull Voyage —
 Steam Pressure in Main Boilers 70 lbs If Surveyed Afloat or in Dry Dock Huirskilus' Dry Dock Class of Vessel & Machinery 785A. 11.89
 in Donkey Boiler 45 lbs (State name of Dock.) — (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

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 lbs per sq inch
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
 To what pressure were they afterwards adjusted? " " 45 lbs 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: 10th 91, & Oct 24th 91.

Aug: 10th Vessel grounded whilst proceeding down Goolle river.
 In No 3 bearings of cranks 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 24th Extract from log. "Two ropes fouled propeller" Oct 24th "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 (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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.) is in safe-working condition and eligible in my opinion to remain as classed (provided cranks 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	Received by me,	15.1.1892
Special Damage Fee (per Section 28)	£			
Travelling Expenses (if chargeable)	£			

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

Committee's Minute FRI 22 JAN 1892
 Assigned B.S. 1, 92
Note limit



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.
 State if Certificate is required.
 10-L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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

W.A.
19-1-92

