

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

(Received at London Office **WED. 7 JUN 1893**)

Date of writing Report 6.6.93 18 When handed in at Local Office 18 Port of

No. in Reg. Book. 703 Survey held at London Date, First Survey Jan: 9 Last Survey June 6 1893
(No. of Visits 9)

703 on the Machinery of the Wood, Iron or Steel S.S. "Mona" Master
Tonnage { Gross 491 Vessel built at Aull By whom G. & W. Earle When 1866 - 7
 { Net 286 Engines made at as When 1876 Boilers, when made (Main) 1875 (Donkey) 1893

Registered Horse Power 65 Owners J. E. Scott Port Aull Voyage
No. of Main Boilers 1 Steam Pressure in Main Boilers 70 lbs in Donkey Boiler 77
If Surveyed Afloat or in Dry Dock Smithn. & Son. Dr. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. no. 1

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? 70 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes
To what pressure were they afterwards adjusted? 77 lbs.

If the Survey is not complete state what arrangements have been made for its completion?

*Vessel placed in dry dock, sea combrs. examd. & found in good condtn.
Propeller: discomtd. tail shaft: drawn, examd. " " " "
The stern bush renewed & propeller replaced.
Examd. cyldrs. slides, air, circuitry: feed & bilge pumps & valves, all found in good condtn: brank, thrust & tunnel shaftg. in good condtn:
Main boiler examd. internally & externally: defectiv parts of comb. ch. backs & sides now cut out & new plates & stays fitted, old patches on shell under bottom found sound, remdr. of boiler in fairly good condtn:
Boiler tested with hyd. press: to 105 lbs. a found tight & sound.
Safety Valves found in good condtn: loaded with weights & lens to 70 lbs. a
Munch boiler examd: found to be defectiv at bottom of furnace, steam space & portions of shell. Recommdd. a new boiler to be fitted which has been done. Safety valve in good condtn. loaded with dead weight to 77 lbs. a*

General Observations, Opinion, and Recommendation:—

The machinery being now in good & safe working condtn: renders the vessel eligible in my opinion to be marked in Register Book with B & M S 6.93.

Office of Registration Fee (per Sec. 27) £ : : Fees applied for 6/2/93
Survey Fee (per Section 28) £ 3 : 10 7/16/1893
Special Damage Fee (per Section 28) £ 3 : 3
Travelling Expenses (if chargeable) £ : 3.10 Received by me,
 Geo. E. Nicolson, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute FRI 9 JUN 1893
Assigned B & M S 6.93



State if a Report is also now sent on the Ship or if not whether and when, one will be sent.

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

