

No. 56024

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

L.L.D. 23 NOV 1894

(Received at London Office)

Date of writing Report 27. 11. 94 18 When handed in at Local Office 18 Port of London
No. in Reg. Book. Survey held at London Date, First Survey Nov 7th Last Survey Nov 27 1894
758 on the Machinery of the Wood, Iron or Steel S.S. "Mona" Master
Tonnage Gross 491 Net 286 Vessel built at Hull By whom G. & W. Earle When 1866-7
Registered Horse Power 65 Engines made at do When 1875 Boilers, when made (Main) 1875 (Donkey)
No. of Main Boilers 1 Owners J. E. Scott Port Voyage
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 70lbs. Surveyed Afloat or in Dry Dock Smithn.
in Donkey Boilers 77.
(State name of Dock.)

Last Survey No. Port
Particulars of Examination and Repairs (if any) Ambl. B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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?

Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

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

Vessel placed in dry dock, sea connections: exd. & found in good condn.
Propeller disconnected tail shaft drawn.
a new brass liner now fitted on after end & Cast iron bush bored out to suit, an old 3 bladed propeller now fitted in lieu of one 4 bladed.
Comb. chas. of Main bbs. found to be much bulged, two new bps
two new guides, 2 plates about 2ft. 6in wide renewed in backs
& one at side about 4 ft. long together with new stays.
The boiler after repairs was satisfly. tested to 100 lbs.

General Observations, Opinion, and Recommendation:— The boilers being now in
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1, 91, B.&M.S. 1, 91 or L.M.C. 1, 91, 110 lb., F.D., &c.)
good & safe working condn. renders the vessel eligible in my opinion to have the record B.S. 11. 94

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 1 : 10 :
Special Damage Fee (per Section 28) £ 3 : 3 :
Travelling Expenses (if chargeable) £ : :

Fees applied for

14. 12. 1894

Received by me,

5/12/94

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

State if Certificate is required

Committee's Minute FRIDAY 7 DEC 1894

Assigned AS 11. 94



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Lloyd's Register
Foundation

LON704-0006

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

on account of alteration
Rau Propeller fitted

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

on account of Wear & Tear
somewhat extensive repairs
effected to Main Boiler

It is submitted that
this vessel is eligible for
THE RECORD. B3 11, 94

The Donkey Boiler
to be recorded as

NDB93 80 lbs

J R R

6-12-94

