

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

JUL 7 MAY 1895

Date of writing Report May 6. 1895 When handed in at Local Office 18 Port of London.

No. in Reg. Book. Survey held at London Date, First Survey and Last Survey May 4. 1895

160 on the Machinery of the Wood, Iron or Steel S.S. "IONA" Master Main

Tonnage { Gross 1188 Net 636 Vessel built at Glasgow By whom J. G. Thomson When 1883 YEAR. MONTH. 2

Registered Horse Power 300 Engines made at do. Boilers, when made (Main) 1883 (Donkey) 1890

No. of Main Boilers 2 Owners London & Edinburgh Shipping Co. Port Leith Voyage Leith

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Browns Dry Dock

Steam Pressure in Main Boilers 90 lbs in Donkey Boilers 60 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

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

Examined propeller, stem bush, and sea connections fastenings, all found to be in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

*State if Certificate is required

Committee's Minute

Assigned

FRI 17 MAY 1895

FRI 7 JUN 1895

FRI 20 SEP 1895
TUES. AUG 25 1896

TUES. 8 OCT 1895
TUES. MAR 10 1896

Lloyd's Register Foundation
LON 705-0201

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

*Certificate to be sent to

16-LRPB—Form No. 9—Transfer Ink—5,000, 22/9/04.

(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.

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

It is submitted that
this vessel is eligible to
remain AS CLASSED.

W.A.
15-5-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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