

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

(Received at London Office. WED. 29 SEP 1899)

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

No. in Reg. Book. Survey held at London Date, First Survey 7 Last Survey 7 Sept 18 99
401 on the Machinery of the Wood, Iron or Steel S.S. "bays Mono" Master W. A. Friend.

Tonnage { Gross 2711 Net 1756 Vessel built at Newcastle By whom G. S. Swan & Hunter When 1893 10
Registered Horse Power 267 Engines made at Hartlepool When 1893 Boilers, when made (Main) 1893 (Donkey) 1893
No. of Main Boilers 2 Owners Cuban S.S. Co. Ltd. Port London Voyage Bermuda
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Deptford Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 80

Last Survey No. Port Particulars of Examination and Repairs (if any) Docking

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 Spar dk 2, 99 S.S. Lon. No. 1-98		L.M.C. 1, 98

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? To 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 under steam?

Has the propeller shaft been drawn and examined at this time? *No.* If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? $\frac{3}{16}$ bare.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *complete.*

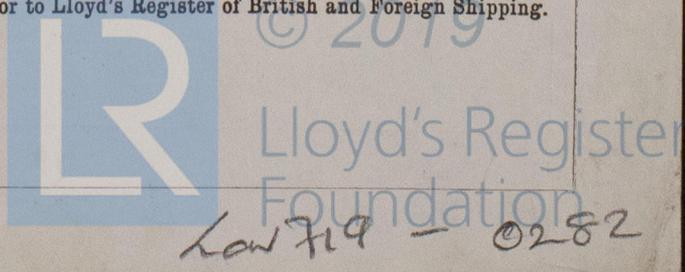
Vessel placed in dry dock.
Propeller, stern bush, and fastenings of all sea connections examined and found satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as seen, is now in a safe working condition, and is eligible in my opinion to remain as classed, without fresh record of survey.

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

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

Committee's Minute FRI. 22 SEP 1899 FRI. 8 DEC 1899
Assigned as now



Low 719 - 0282

*Certificate to be sent to

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 to cause it to show through to the other side.

*It is submitted that
this vessel is eligible to
remain as UNCLASSIFIED.*

*Franklin
20/9/99*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation