

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

No. **9426** Date of Writing Report **27th March 1890** Port of **Glasgow**
 No. in Reg. Book. **169** Survey held at **Glasgow** Date, first Survey **26th Feb^{ry}** Last Survey **27th March 1890**
 on the Machinery of the **S. S. Pearl** Master **W. Anderson** Tons **199 Net 431 Gross**
 Surveyed Afloat in Dry Dock **Pointhouse** Vessel built at **Paisley** in **1885** Engines made in **1885**
 N.H.P. **70** No. of Main Boilers **1** Made in **1885** Donkey Boiler made in **1885** Working Pressure, Main Boilers **90 lbs.**;
 Working Pressure, Donkey Boiler **50 lbs.**; Owners **William Robertson** Port **Glasgow**
 Last Survey No. _____ Port _____ Class of Vessel and Machinery **100 A 1. 1. 89.**

Particulars of Repairs and Examination **S.S. No 1.** **L.M.C. 9.85**
 (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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? **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? **✓**

When this vessel was on slipway a new propeller and shaft were fitted and properly connected. -
 All sea cocks and chests overhauled and examined. -

All parts of engines including cylinders pistons, rods, slide valves, feed, bilge air and circulating pumps examined and overhauled. -

On examination of the crank shaft a flaw was discovered in the low pressure crank pin of such a nature that it was found necessary to fit a steel pin through the web and pin. This appears quite efficient, a spare shaft has been ordered and will be put on board the vessel when completed. -

Main boiler including dome and mountings examined and found in good order excepting some slugs at side of Com. Ch^{rs} somewhat corroded but not to any serious extent. - Donkey boiler found in fair order.

Main and donkey safety valves adjusted under steam to working pressures. -

General Observations, Opinion, and Recommendation: -
 (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.)

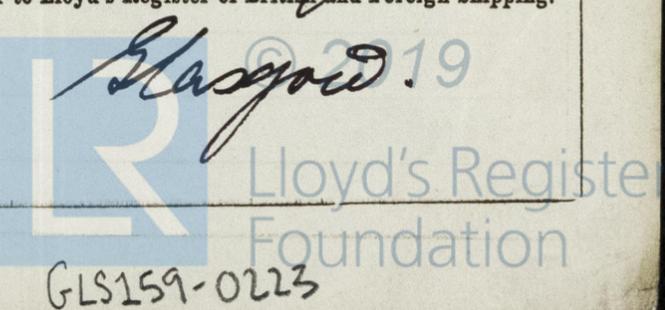
The above mentioned vessel's machinery is now in good working order and in my opinion eligible to the notation of: **L.M.C. 3.90.**

Fee or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 28/3/1890 Received by me, 29/3/1890
Survey Fee (per Section 25).....	£	3	10	
Special Damage, Fee (per Section 28).....	£	:	:	
Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute **TUES 1 APRIL 1890**

Assigned **L.M.C. 3.90**



State if a Report is also of a Ship Yes or if not whether, and in what manner, the Surveyor is also a Ship Surveyor.

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 damped as to spread the ink, or cause it to show through to the other side.

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It is submitted that this
need is eligible to have
+ LMC 3.90 recorded.

A.H.L.
31.3.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MAP



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Foundation