

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

(Received at London Office.)
No. 10564 Date of Writing Report 23rd March 1891 Port of Glasgow
No. in Reg. Book. Survey held at Glasgow Date, first Survey 18th March Last Survey 23rd March 1891
163 on the Machinery of the S.S. Pegu Master J. Taylor No. of Visits 4
Tonnage Gross 3661 Net 2391 Vessel built at Dunbarton By whom W. Penny & Co. When 1889 - 4
Registered Horse Power 354 Engines made at " When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
No. of Main Boilers 1 Owners British & Burmese S. N. Co. Ltd. Port Glasgow Voyage Rangoon
Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock Both
in Donkey Boiler 1 (State name of Dock.) Hendersons Class of Vessel & Machinery
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

1st Survey No. Port Particulars of Examination and Repairs (if any) Docking

(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? No

If this was not done, state for what reasons? Not necessary

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 in dry dock, the sea-cocks and fastenings were examined. On examination of the propellor, the boss shewed a slight crack in the metal, near the root of the blade, on forward side. The boss was turned down in the lathe at that part, and a malleable iron ring 4 1/2 x 2 1/2 shrunk on. It was considered advisable to have a new boss made and kept in readiness. The brass bush, lined with lignum vitae, was slack in the stern tube, it has been drawn, and a new one fitted in its place. Such parts of the machinery as were opened up, were examined, and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.) so far as seen, appears in good condition, and is eligible, in my opinion, to remain as classed, without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee (per Section 28) £ : : 18
Special Damage Fee (per Section 28) £ : :
*Certificate (if required) as per margin £ : : Received by me,
Travelling Expenses (if chargeable) £ : : 18
TUES. 7 APR 1891

Committee's Minute TUES. 31 MAR 1891

Assigned As now

Lloyd's Register Foundation
CLS 161-0431

10564

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.

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

*N.A.
26 3 91*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.