

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

(Received at London Office.)

No. 10564 Date of Writing Report 23<sup>rd</sup> March 1891 Port of Glasgow  
 No. in Reg. Book. 163 Survey held at Glasgow Date, first Survey 18<sup>th</sup> March Last Survey 23<sup>rd</sup> March 1891  
 on the Machinery of the S.S. "Pegru" Master J. Taylor No. of Visits 4  
 Tonnage Gross 3661 Net 2391 Vessel built at Dunbarton By whom W. Penny & Co. When 1889 Boilers, when made (Main) 1889 (Donkey) 1889  
 Registered Horse Power 354 Engines made at " When 1889  
 No. of Main Boilers 1 Owners British & Burmese S. N. Coy. 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.)

THURS. 26 MAR 1891

1<sup>st</sup> 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

100A1  
4-89  
LMC. 4-89

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

R. J. Purridge  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Glasgow

TUES. 7 APR 1891.

Committee's Minute TUES. 31 MAR 1891

Assigned

as now



CLS 161-0431

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

T. & S. Form No. 9. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

10564

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

*N.A.  
26391*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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