11292

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

(Received at London Office 16 FEB 92)

No. 11292 Date of Writing Report 13th Feb. 1892 Port of Glasgow

No. in Reg. Book 165 Survey held at Glasgow "Date, first Survey 5th Feby Last Survey 6th Feby 1892

on the Machinery of the S.S. "Pegu" Master Taylor No. of Visits 2

Tonnage { Gross 3661. Net 2391.

Registered Horse Power 352

No. of Main Boilers

Steam Pressure— in Main Boilers 180 lbs

in Donkey Boiler

Vessel built at Dumbarton By whom W. Denny Bros When 1889-4 (YEAR. MONTH.)

Engines made at Dumbarton When 89 Boilers, when made (Main) 89 (Donkey) 89

Owners Brit & Burmese S.N.C. Lin Port Glasgow Voyage Rangoon

If Surveyed ~~Afloat or~~ in Dry Dock Meadowside (State name of Dock.)

Class of Vessel & Machinery + 100 A1 3.91 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking. +L.M.C.4.89.

(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 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?

This vessel has been placed in dry-dock at which time all the sea cocks & chests were overhauled and on examination found in good order. Propeller shaft drawn and found in good order. A new propeller boss has been properly fitted & secured, the old one being defective.—

Various parts of machinery getting overhauled.—

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey.—

(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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

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

*State if Certificate is required

Committee's Minute FRI 19 FEB 1892

Assigned As now

J. W. Sanderson

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

Glasgow.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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.