

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

No. 11461 Date of Writing Report 21<sup>st</sup> April 1892 Port of Glasgow (Received at London Office MON. 25 APR 1892)

No. in Reg. Book 156 Survey held at Glasgow on the Machinery of the "Pearl" Date, first Survey 5<sup>th</sup> April Last Survey 21<sup>st</sup> April 1892 Master Gray No. of Visits 11

Tonnage Gross 431 Net 199 Vessel built at Paisley By whom J. Fullerton & Co. When 1885 Boilers, when made (Main) 1885 (Donkey) 1886

Registered Horse Power 70 Engines made at Glasgow Owners N. Robertson Port Glasgow Voyage Coasting

No. of Main Boilers one Steam Pressure 90 lbs If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Return to Glasgow Class of Vessel & Machinery 100A1

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual Boiler & Damage + L.M.C. 9-90

(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? Yes

Do. " Donkey " " " 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

At what pressure were they afterwards adjusted under steam? 90 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? Not adjusted

Repairs due to Damage. - A new propeller has been fitted, the stern bush re-lined with lignum-vitae, and the shaft drawn in for examination.

Repairs due to Boiler Survey - Main boiler and mountings examined, and found in good condition generally. A patch has been fitted at bottom circular seams at both front and back shell plates, where wasted by leakage; a substantial patch has also been fitted on the port side of centre combustion chamber. The donkey boiler crown was found much pitted at joints; holes were bored, and on a satisfactory thickness of metal being found, the holes were riveted up with large headed rivets. It was considered advisable however to reduce the pressure to 45 lbs per sq inch, and a new safety valve spring has been fitted. The main boiler safety valves were adjusted under steam.

Engines - The H.P. piston rod turned up; new piston springs and ring; new gland bush. The L.P. cylinder, the slide valves, pumps, all sea-cocks, all shafting examined and found in good order. To complete this survey, the donkey boiler safety valve requires to be adjusted under steam to 45 lbs per sq inch. A new crank shaft has been satisfactorily fitted on board. See foregoing Report.

General Observations, Opinion, and Recommendation: -

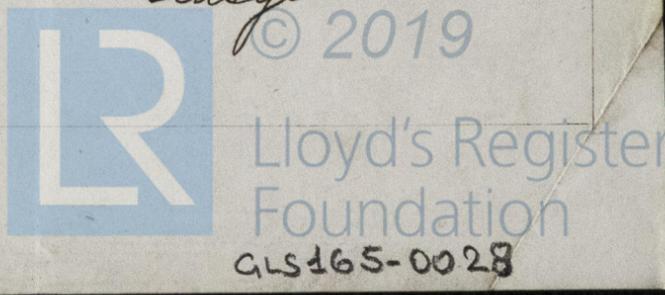
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example B.S. 1,91, B.M.S. 1,91, or L.M.C. 1,91, as the case may be.)

This vessel's machinery, in my opinion, is in safe working condition and eligible to have notification in the Register Book + L.M.C. 4-92 provided the donkey boiler safety valve be adjusted under steam to 45 lbs press. per sq. inch.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 1 : 10 :  
 Special Damage Fee (per Section 28) £ 2 : 2 :  
 Travelling Expenses (if chargeable) £ : :  
 State if Certificate is required

Fees applied for 22/4 1892  
 Received by me, 23/4 1892  
 R. J. Beveridge  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Glasgow

Committee's Minute TUES. 26 APR 1892  
 Assigned Deffered for completion



State if a Report is also sent on the Ship, or if not, whether, and when, one will be sent.

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 vessel WILL BE eligible for the record + L.M.C. 4-92 when the safety valve of the donkey boiler has been adjusted under steam.

W.A.  
25.4.92



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