

No. 13848

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

Date of writing Report 16<sup>th</sup> Aug. 1895 When handed in at Local Office Glasgow (Received at London Office 17 AUG 1895)  
No. in Reg. Book 172 Survey held at Glasgow Date First Survey 12<sup>th</sup> August 1895 Last Survey 13<sup>th</sup> August 1895  
on the Machinery of the Wood, Iron or Steel S.S. Pegu Master Jayker  
Tonnage { Gross 3667 Net 2391 Vessel built at Dumbarton By whom Wm. Denny & Co. When 1889 YEAR. MONTH.  
Registered Horse Power 400 Engines made at do When '89 Boilers, when made (Main) '89 (Donkey) '89  
No. of Main Boilers 2 Owners Brit. & Am. S.N. Co. Ltd Port Glasgow Voyage Panama  
No. of Donkey Boilers 1 Owners do Port Glasgow Voyage Panama  
Steam Pressure in Main Boilers 180 lbs Surveyed Afloat or in Dry Dock Meadowside (State name of Dock.)  
in Donkey Boilers 150 lbs

Last Survey No. 172 Port Glasgow  
Particulars of Examination and Repairs (if any) Looking

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100A1</u>	<u>1.95.</u>	<u>1-LMC</u>
<u>35M21</u>	<u>13.5.</u>	<u>2.94</u>
<u>615.93</u>		<u>13.5.</u>

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?  
Has the propeller shaft been drawn and examined at this time?  
If the Survey is not complete state what arrangements have been made for its completion?

*This vessel has been placed in drydock, all sea cocks & valves examined externally. Propeller & fastenings examined. One new blade fitted to the propeller in place of one found broken.*

General Observations, Opinion, and Recommendation:— *As far as been*  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c. thus, for example, B.S. 4,04, B.A.M.S. 4,04 or L.M.C. 4,04, 140 lb., F.D., &c.)  
*This vessel's machinery is in good order and in my opinion eligible to remain as classed without from date of Survey.*

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

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

\*State if Certificate is required  
Committee's Minute TUES. 20 AUG 1895  
Assigned As now



GLS172-0376



13878. 80.  
One new blade fitted on the  
prospeller in the place of the  
broken one.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

A. G. J.

17. 8. 95.

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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