

49362

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

(Received at London Office, **WED 10 APRIL 1889**)

No. _____ Date of Writing Report 9 April 1889 Port of London

No. in Reg. Book. 632 Survey held at London Date, first Survey 11 Mar Last Survey 8 April 1889

on the Machinery of the Iron s/s 'Sir Robert Peel' Master Harlock No. of Visits 4

Tonnage } Gross 238 Vessel built at Middlesbrough By whom R. Craggs & Sons When 1885 7

Net 376 Engines made at _____ When 1885 Boilers, when made (Main) 1885 (Donkey) 1885

Registered Horse Power 54 Owners E. F. Carey Port London Voyage Dunkirk

No. of Main Boilers _____ Steam Pressure in Main Boilers 80 Surveyed Afloat or in Dry Dock Mountain Dock Class of Vessel & Machinery 100 A1 - 2, 88

in Donkey Boiler _____ (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) L.M.C. - 188

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Condition + Damage by grounding

(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? _____

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? _____

Sea connections & propeller and fastenings in good condition

Spare propeller now fitted

Owing to the vessels grounding crank shaft tested in lathe, thrust & tail shafts tested in place & all lined up, bed plate rewedged up all holding down bolts replaced with turned bolts & holes rose-bitted out

General Observations, Opinion, and Recommendation:-- The machinery being now as far as seen in a sound & efficient condition tender the vessel eligible in my opinion to remain as classed

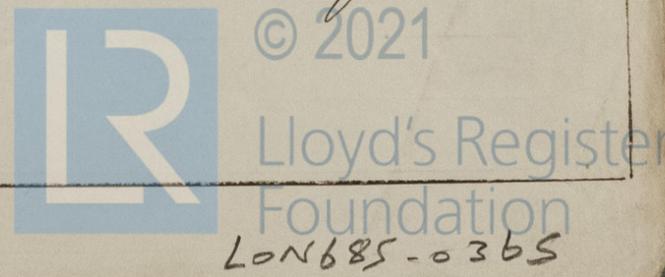
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or * L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 1 : 1 : 0	114 1889
Special Damage Fee (per Section 28)	£ : :	received by me,
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable).....	£ : :	24/4 1889

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

Committee's Minute FRIDAY 12 APRIL 1889

Assigned Remain as classed



T. & S. Form No. 9 - Transfer Ink - 6/00, 28/1/89. The Surveyors are requested not to write on or below the space for Committee's Minute.

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.

It is submitted that this vessel
is eligible to remain
as classed
N.A.
11-4-89.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation