

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

No. *256* Date of Writing Report *October 28th 1889* Port of *London*
 No. in Reg. Book. *256* Survey held at *London* Date, first Survey *September 25th* Last Survey *October 26th 1889*
 on the Machinery of the *S. S. Perun* Master *Smith* No. of Visits *8*
 Tonnage { Gross *1329* Net *867* Vessel built at *Glasgow* By whom *Don & Glas S. S. Co.* When *1874* 14
 Registered Horse Power *150* Engines made at *"* When *1874* Boilers, when made (Main) *1874* (Donkey) *1874*
 No. of Main Boilers *2* Owners *R. M. Courtenay* Port *London* Voyage
 Steam Pressure in Main Boilers *65 lbs* If Surveyed Afloat or in Dry Dock *Commenced Dry Dock* Class of Vessel & Machinery
 in Donkey Boiler *50* (State name of Dock.) *100 A1 - 6.88*
 (As in Register Book, including date of last Boiler Survey.) *LMC 11.89*

Last Survey No. *LMC 11.89* Port *London*

Particulars of Examination and Repairs (if any) *Special Repairs*

(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? *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?

Tail shaft examined & stern bush knid up, new propeller fitted, sea cocks & connections in order

Examined, cylinders, pistons, slide valves, shafting, all pumps, condenser & all working parts of engines, pistons & piston rods & pump rods turned up & glands rebushed, new piston rings fitted, general repairs to engines done

Examined main & donkey boilers & safety valves, main boiler furnace sides rather thin, wider butt straps put on & sundry patches put on in comb chambers, also caulking done.

Donkey safety valves dead weighted & calculated to blow at 50 lbs

Main safety valves owing to a slight mishap to the steam gauge cock on boiler could not be tested. Owners promise to have them tested in Cardiff where the vessel goes

General Observations, Opinion, and Recommendation:— *The machinery of this*

(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.)

vessel being in good order, she is in my opinion to be classed LMC 10.89 in the Reg Book when main safety valves have been tested & set.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 4 : 10 :	50 10 188 9
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : 5 :	received by me,
Travelling Expenses (if chargeable).....	£ : :	31 10 188 9

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

Committee's Minute

FRIDAY 1 NOV 1889

Assigned *Note for Completion*

Copy of Rep. & Off. 28/10

TUES. 5 NOV 1889



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104687-0309

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

T. & S. Form No. 2—Transfer Ink—C000, 28/1/89. * Certificate to be sent to (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.

It is submitted that this vessel will
be eligible to have L.M.C. 10 AG,
recorded when the safety valves
of the Main boilers have
been adjusted under
steam.

N.A.

31-10-89



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