

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

(Received at London Office,

No. *5035* Date of Writing Report *Jan 11th* 1890 Port of *London*
No. in Reg. Book. *623* Survey held at *London* Date, first Survey *Jan 6th* Last Survey *Jan 4th* 1890
on the Machinery of the *S.S. Steamer Robert Peel* Master *Harlock* No. of Visits *2*
Tonnage Gross *376* Net *238* Vessel built at *Middlesbrough* By whom *R. Cragg* When *1885* Boilers, when made (Main) *1885* (Donkey) *✓*
Registered Horse Power *54* Engines made at *"* When *1885* Boilers, when made (Main) *1885* (Donkey) *✓*
No. of Main Boilers *✓* Owners *E. H. Carey* Port *London* Voyage *✓*
Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Mountain's* Class of Vessel & Machinery
in Donkey Boiler *✓* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *100 A. 1. 4. 89*
+ L.M.C. 1. 89

Last Survey No. *✓* Port *✓*
Particulars of Examination and Repairs (if any) *Annual*
(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 fastenings seen & found satisfactory

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. 1/89, E. & M.S. 1/89, or J. M.C. 1/89, as the case may be.)

As far as seen this vessel's machinery is capable to remain as classed, it being in my opinion in good condition

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 29)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

Committee's Minute

TUES 11 FEB 1890

Assigned

As now



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Lloyd's Register

LONG 688-0283

If a Report is also now sent on the 11th or if not whether, and when, one will be sent.

Certificate to be sent to

T. & S. Form No. 3—Transfer Fee—5000, 5000.

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this
vessel is eligible to remain
as classed

A.H.
10.2.90

