

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

5-1673

(Received at London Office, MO.J. 16 FEB 1891)

No. 211 Date of Writing Report 16th Feb 1891 Port of London
 No. in Reg. Book. 211 Survey held at London Date, first Survey 13th Feb 1891 Last Survey 14th Feb 1891
on the Machinery of the "S. Pera" Master J. W. Mills No. of Visits 2
 Tonnage { Gross 2263 Net 1473 Vessel built at Mull By whom Charles C. Hunt When 1886 YEAR. MONTH. 3
 Registered Horse Power 180 Engines made at " When 1886 Boilers, when made (Main) 1886 (Donkey) 1886
 No. of Main Boilers 2 Owners W. S. Bailey Port Mull Voyage ✓
 Steam Pressure— in Main Boilers 95 If Surveyed Afloat or in Dry Dock Mullwall by S. S. N^o 1 Class of Vessel & Machinery +100 A 1 190
 in Donkey Boiler 60 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +LMC 5.86 BS 8.90
 Last Survey No. Port

Particulars of Examination and Repairs (if any) S. S. N^o 1
 (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?

*Vessel placed in dry dock
 Examined propeller, two blades renewed, fastenings good.
 Tail and shaft appears in good condition
 All sea cocks, valves & fastenings examined, & found in good condition.*

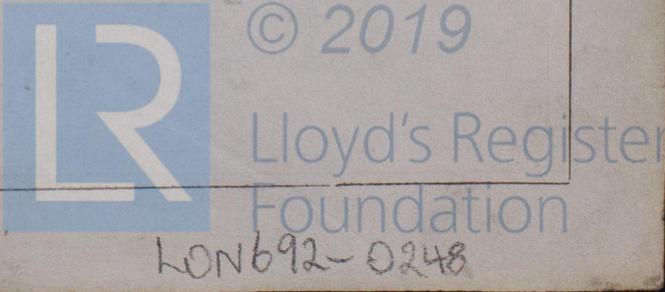
General Observations, Opinion, and Recommendation:—

(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, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
The machinery of this vessel so far as seen is in good working order & in my opinion eligible to remain as classed & have +LMC 8.90 recorded in the register book.

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

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

Committee's Minute FRI. 20 MAR 1891 FRI 17 JUL 1891
 Assigned + L.M.C. 8/90



T. & S. Form No. 9—Transfer Ink—8000, 22/10/80
 *Certificate to be sent to
 (The Surveyors are requested not to write on or in the space for Committee's Minute.)
 State if a Report is also now sent on the Ship or if not, when, one still to be sent.

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

It is submitted that this
vessel is eligible to
have +LM.C. 8-90
recorded.

N.A.
17-3-91

