

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

WED. 8 JUL 1891

No. *225* Date of Writing Report *7<sup>th</sup> July 1891* Port of *London*  
 Survey held at *London* Date, first Survey *25<sup>th</sup> June* Last Survey *29<sup>th</sup> June 1891*  
 on the Machinery of the *S.S. "Peru"* Master *Walker* No. of Visits *3*  
 Tonnage Gross *1329* Net *867* Vessel built at *Glasgow* By whom *Low & Glas. Co.* When *1877* 4  
 Registered Horse Power *150* Engines made at *Do.* When *1877* Boilers, when made (Main) *1877* (Donkey) *1877*  
 No. of Main Boilers *Two* Owners *Westcott & Lawrence* Port *London* Voyage *✓*  
 Steam Pressure in Main Boilers *65 lbs* If Surveyed Afloat or in Dry Dock *Afloat*  
 in Donkey Boiler *80 lbs* (State name of Dock) *Millwall & Co.* Class of Vessel & Machinery *100 H.P. 12.9*  
 Last Survey No. *108* Port *W.S. Lon. N. 3.89* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *LMC 10.89*

Particulars of Examination and Repairs (if any) *New donkey boiler*  
 (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 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?

*A new donkey boiler has been fitted, marked  
 Safety Valve examined & tested under steam to blow at 80 lbs.*

*No. 3540  
 Lloyd's Test  
 160 lbs.  
 W.M. 6. 4. 91*

## 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.)

*As far as seen the machinery  
 of this vessel is in good working order and in my opinion eligible  
 to remain as classed & have **BS 12.90** recorded and  
 these name taken out of limit list*

Office or Registration Fee (per Sec. 21)	£	Fees applied for
Survey Fee (per Section 22)	£	18
Special Damage Fee (per Section 28)	£	
Travelling Expenses (if chargeable)	£	

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

\*State if Certificate is required

Committee's Minute

FRI 10 JUL 1891

Assigned

*R.L. 12/90*



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Lloyd's Register

Foundation

*Lon 693*

*0292*

Late if Report is sent on the Ship.

16.-L. R. F. H.—Form No. 2.—Transfer Ink—5000, 12-2-91.

(The Surveyors are requested not to write on or alter 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 for the record

B.S. 12.90.

C.S.P.

9.7.91.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.