

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

THURS. 23 JUN 1892

No. 560 Date of Writing Report June 22nd 1892 Port of London
Survey held at London Date, first Survey May 28 Last Survey June 22nd 1892
on the Machinery of the S.S. "Sir Robert Peel" Master No. of Visits 3
Tonnage Gross 376 Net 229 Vessel built at Middlesbrough By whom R. Craggs & Sons When 1885-7
Registered Horse Power 54 Engines made at do When 1885 Boilers, when made (Main) 1885 (Donkey)
No. of Main Boilers 1 Owners E. F. Carey Port London Voyage Rotterdam.
Steam Pressure in Main Boilers 80lbs No Surveyed Afloat or in Dry Dock Foundn Class of Vessel & Machinery - 100 A1
in Donkey Boiler 70th (State name of Dock.) (As in Register Book, including dates of - 1 - 1890
Last Survey No. Port Special Surveys of Ship and of last Boiler Survey.)
SS. Lon. No 1-88

Particulars of Examination and Repairs (if any) Annual B.S.
(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

Vessel placed in dry dock, sea combs: exd. & found in good condn.
the propeller & its fastenings sound, & the tail shaft: a good fit
in Stem bush.
Main boiler exd. internally & externally: in good condn.
Safety Valves "
Which boiler exd. crown stays of fire box renewed, & lower
Galloway tube, remdr: in good condn. Safety Valve in good condn.
Main boiler safety valve lifted at 80lbs & under steam.
Donkey boiler safety valve blew at 65th per sq inch.

General Observations, Opinion, and Recommendation:— The boilers being now in good
(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. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, as the case may be.)
& safe working condn: renders the vessel eligible in our opinion to remain
as classed than the notation B.S. 6. 92 recorded.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 23/6 18 92
Survey Fee (per Section 28) £ 1 : 10: 306-92
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, 27.6 18 92
State if Certificate is required
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that
this vessel is eligible for
THE RECORD B.S. 6-92

N.A.
23.6.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation