

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

53079

THURS. 23 JUN 1892

No. 560 Date of Writing Report June 22<sup>nd</sup> 1892 Port of London (Received at London Office)

No. in Reg. Book 560 Survey held at London Date, first Survey May 28 Last Survey June 22<sup>nd</sup> 1892 No. of Visits 3

on the Machinery of the S.S. "Sir Robert Peel" Master                      YEAR. MONTH.

Tonnage { Gross 376 Vessel built at Middlesb. By whom R. Crayg & Sons When 1885-7  
 Net 229 Engines made at do When 1885 Boilers, when made (Main) 1885 (Donkey)

Registered Horse Power 54 Owners E. F. Carey Port London Voyage Rotterdam.

No. of Main Boilers 1 Steam Pressure in Main Boilers 80lbs. No. of Donkey Boilers 1 in Donkey Boiler 70th

Surveyed Afloat or in Dry Dock Fountn. Class of Vessel & Machinery 1-100 A1  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No.                      Port                      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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Do.

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 condtn. the propeller & its fastenings sound, & the tail shaft: a good fit in Stem bush.

Main boiler exd. internally & externally: in good condtn.

Safety Valves                     

Winch boiler exd. crown stays of fire box renewed, & lower Galloway tube, remainder: in good condtn. Safety Valve in good condtn.

Main boiler safety valve lifted at 80lbs in under steam.

Donkey boiler safety valve blew at 65th per sq inch.

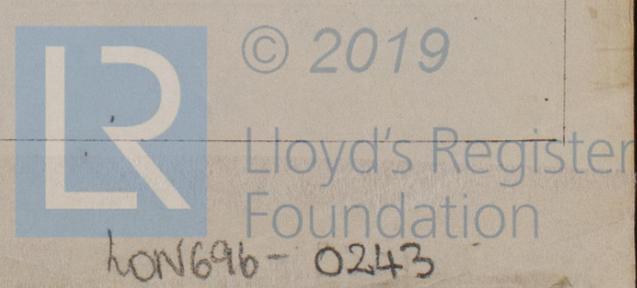
General Observations, Opinion, and Recommendation:— The boilers being now in good  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, as the case may be.)

& safe working condtn: renders the vessel eligible in our opinion to remain as classed than the certificate B.S. 6. 92 recorded.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>23/6</u> 18 <u>92</u>	<u>ASD</u> <u>30.6-92</u>	<u>H.P. Cornick</u> <u>9</u>
Survey Fee (per Section 28).....	£ 1 : 10.			
Special Damage Fee (per Section 28).....	£ : :	Received by me, <u>27.6</u> 18 <u>92</u>		<u>Geo. E. Wilkinson</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Travelling Expenses (if chargeable).....	£ : :			

State if Certificate is required                     

Committee's Minute FRI 24 JUN 1892  
 Assigned B.S. 6. 92



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

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

NA  
23.6.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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