

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

(Received at London Office)

FR. 6 JUL 1894

Date of writing Report July 5 1894 When handed in at Local Office London is London Port of London
No. in Reg. Book. 221 Survey held at London Date, First Survey and Last Survey July 5 1894
on the Machinery of the Wood, Iron or Steel SS. PEREGRINE Master Ag. d. all
Tonnage { Gross 1604 Net 805 Vessel built at Dundee By whom Thompson & Co. When 1892 YEAR. MONTH.
Registered 460 Engines made at Do. When 1892 Boilers, when made (Main) 1892 (Donkey) 1892
Horse Power 2 Owners General Steam Nav. Co. Port London Voyage Coasting
No. of Main Boilers 1 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Deford Grea Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 165 in Donkey Boilers 80 (State name of Dock.)

Last Survey No. Port
Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

Examined propeller, steam bush, & sea connections fastenings, all found to be in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,04, B.M.S. 1,94 or L.M.C. 1,04, 140 lb., F.D., &c.)

as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

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,
Travelling Expenses (if chargeable)	£	:	:	18

*State if Certificate is required

Committee's Minute

Assigned

TUES. 10 JUL 1894

as now.

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

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 to
remain AS CLASSED.

N.A.
9-7-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation