

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

(Received at London Office. WED. 27 MAR 1895)

Date of writing Report *March 26 1895* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *219* Survey held at *London* Date, First Survey *March 20th* Last Survey *March 25 1895*

on the Machinery of the *Wood, Iron or Steel* *S.S. PERA* Master *W. J. Bailey*

Tonnage { Gross *2263* Net *1473* Vessel built at *Hull* By whom *Parton & Co. Ltd.* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*

Registered Horse Power *180* Engines made at *Hull* Owners *W. J. Bailey* Port *Hull* Voyage *Baltic*

No. of Main Boilers *2* If Surveyed *Afloat or in Dry Dock* *Cable Iron Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers *1* (State name of Dock.)

Steam Pressure *95 lbs* in Main Boilers *60 lbs* in Donkey Boilers

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Comp: J. P. S.*

(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, stem bush, & sea connections. Sail shaft drawn in & examined. A crack was found in flange of stem bush; a gun metal ring 3/4 thick has been riveted on to the face of the flange; otherwise all in good condition.

The Special Survey is now completed.

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now in good condition & in my opinion the vessel is eligible for record* *L.M.C. 7.94*

(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. 4.94, B.M.S. 4.94 or L.M.C. 4.94, 140 lb., F.D., &c.)

as recommended in the full report No. 9113.

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 *FRIDAY 29 MAR 1895*Assigned *L.M.C. 7.94*

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



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LON704-0476

On acct of a Crack being found in the stem head
It was repaired.

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 + L.M.C. 7-94

MA.
27-3-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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