

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

(Received at London Office)

Date of writing Report 6 Sept 97 When handed in at Local Office 18 Port of London WED. 8 SEP 1897

No. in Reg. Book 700 Survey held at London Date, First Survey 18 Aug Last Survey 3 Sept 1897

on the Machinery of the Wood, Iron or Steel S.S. "Sir Robert Peel" Master J. Daines

Tonnage (Gross 276 Net 229) Vessel built at Middlesbrough By whom R. Briggs & Sons When 1885 Boilers, when made (Main) 1885 (Donkey) 1885

Registered 84 Engines made at Middlesbrough Owners S. F. Carey Port London Voyage Dunkirk

No. of Main Boilers one No. of Donkey Boilers one Steam Pressure in Main Boilers 80 lb in Donkey Boilers 65 lb

☒ Surveyed Afloat in Dry Dock Fountain (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Survey ending	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1 - 6.96</u>		<u>+LMC 7.93</u>
<u>S.S. Lon No 2 - 93</u>		<u>B.S. 5.96</u>

Last Survey No. 100 Port LondonParticulars of Examination and Repairs (if any) Special Survey

(Periodical Surveys, when held, must be reported in detail and serially 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 details 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? YesDo. " Donkey " " " YesIf 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? YesAt what pressure were they afterwards adjusted under steam? Flow 80 lbDid the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted? Flow 65 lbHas the propeller shaft been drawn and examined at this time? NoIf spare propeller shaft fitted, state whether new? ✓If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed in dry dock. Examined propeller, Stern Bush, (down 1/8") & all sea connections & fastenings to same & found them satisfactory. The propeller shaft was drawn & examined & polished last year, the owners request this to be reckoned part S.S. Exam. All cylinders, pistons, bores, valves & faces, crank, Lunnel & Thrust shafting, Air, Circulating, Feed & Bilge pumps & condensers. Air & circulating pump rods trued up in lathe, Feed & Bilge pump Rams recovered with Onetal & trued up & all glands to same re-bushed & neck rings renewed. Packing ring to HP cylinder renewed. New tongue piece fitted in LP packing rings & Springs to pistons renewed. LP valve spindle renewed. Bilge Injection, Sluice valve & water tight door overhauled. Condensers examined under water test & found tight.

Examined Main Boiler externally & internally and found it in fair condition

Examined Safety valves - valves & Seats faced up P.T.C.General Observations, Opinion, and Recommendation: The Machinery of this vessel, so

(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. 9.95, B.&M.S. 9.95 or S.L.M.C. 9.95, 140 lb., F.D., &c.)

as seen, is now in a safe working condition & eligible, in the opinion, to have +LMC 9.97 Recorded in the Register of the Society.

or Registration Fee (per Sec. 27) £ 3 10 0

oy Fee (per Section 28) £ 3 7 0

ial Damage Fee (per Section 28) £ 3 3 -

elling Expenses (if chargeable) £ 3 3 -

Received by me, 10/9/97

Thomas Blackie & P. Pittet
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

to if Certificate is required

Committee's Minute

FRI. 10 SEP 1897

signed +LMC 9.97

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LON713-0318

59163 *Ln*

Cont'd

S. S. *Sir Robert Peel*

Examined Donkey Boiler externally & internally, the shell in two places at bottom seam, has had efficient doubling patches fitted, all main stays & crowns corroded have been renewed.

Examined Safety valve - valve & seat tried up; all water gauge mountings & test cocks renewed.

Examined Donkey Boiler under hydraulic test to 100 lbs per sq inch & found it tight.

Examined Main & Donkey Boilers under steam & adjusted Safety valves to working pressures.

J. W. Blackie
Eng Surveyor

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

*Small repairs to engines & Donkey
Boiler due to wear & tear*

It is submitted that
this vessel is eligible for
THE RECORD.

+ L. H. C. 997

9/10/07



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