

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

(Received at London Office THUR, 13 JAN 1898)

Date of writing Report 12 Jan 98 When handed in at Local Office 12 Jan 98 Port of London  
 No. in Reg. Book. 239 Survey held at London Date, First Survey 14 Dec 97 Last Survey 7 Jan 18 98  
 on the Machinery of the Wood, Iron or Steel S. J. Peregrine Master Wills  
 Tonnage { Gross 1664 Net 805 Vessel built at India By whom W. B. Thompson & Co. When 1892 Year. MONTH. 6  
 Registered Horse Power 426 Engines made at G.I. & Co. When '92 Boilers, when made (Main) '92 (Donkey) '92  
 No. of Main Boilers 2 Owners G.I. & Co. Port London Voyage Hamburg  
 No. of Donkey Boilers 1  
 Steam Pressure— in Main Boilers 165 lb If Surveyed Afloat or in Dry Dock Afloat in Dept Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 80

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Coupler L.M.C. 2.96 + L.M.C. 6.92  
 (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.)  
O.S. 11.96

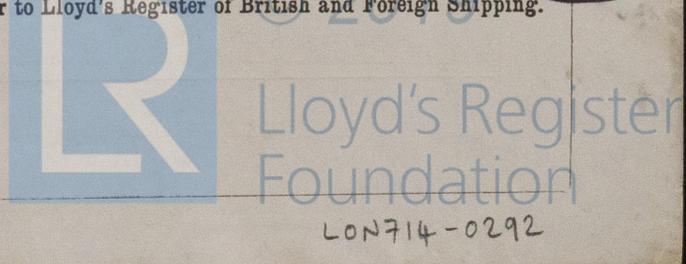
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes.  
 Do. " Donkey " " " yes.  
 If this was not done, state for what reasons? \_\_\_\_\_  
 And what parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_  
 Also what special 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? yes. At what pressure were they afterwards adjusted under steam? 164 lb X  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted? 75 X  
 Has the propeller shaft been drawn and examined at this time? yes. If spare propeller shaft fitted, state whether new? \_\_\_\_\_  
 State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 1/8

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete survey the H.P. Cylinder & Piston and the L.P. & M.P. Crank-pins remain to be examined. It is arranged this will be done in Brest. The local Surveyor advised.  
Now done: Tail Shaft drawn in and with Thrust and Immel Shafting examined. I.P. Cylinders all Slides Pistons Stumps and the Condenser examined. H.P. Crank-pin Propeller, Stern-bush and Sea connections examined.  
Main Boilers examined. Same now found to be generally in good order.  
Donkey Boilers examined. Same found to be in fair condition.  
Boilers tried under steam and safety valves found to be looked as above.

General Observations, Opinion, and Recommendation:—  
 (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 L.M.C. 9,95, 140 lb., F.D., &c.)  
The machinery of this vessel is in good order and, in our opinion eligible to remain as classed with fresh records of + L.M.C. 2.96 and O.S. 1.98. When this Survey is completed.

Office or Registration Fee (per Sec. 27) 2  
 Survey Fee (per Section 28) 2:14  
 Special Damage Fee (per Section 28) 1:16 0  
 Travelling Expenses (if chargeable) \_\_\_\_\_  
 Fees applied for 13/1 18 98  
 Received by me, W. B. Thompson & Co.  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\* State if Certificate is required \_\_\_\_\_  
 Committee's Minute FRI, 14 JAN 1898  
 Assigned O.S. 1.98  
+ L.M.C. 2.96 see ill. No. 8593



If so, is the Report sent now, or when will it be sent?

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

\*Certificate to be sent to

L.S. No 2 due 6, 96 partly held Lon 2, 96 & 11, 96

to be completed at Burt's Island

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.

B.S. 1, 98 & will be  
eligible for the record + L.S. 62, 96  
when the H.P. byl, L.S. 14, 10  
work pins have been  
exam'd.

7/11  
13/1/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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