

52894

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

FRI 8 APL 1892

(Received at London Office)

No. 163 Date of Writing Report 7th April 1892 Port of London
 Survey held at London Date, first Survey 12th March Last Survey 6th April 1892
 on the Machinery of the S.S. Perwent Master W. Williams No. of Visits 6
 Tonnage Gross 267 Net 111 Vessel built at Worthington By whom R. Williams When 1883 12
 Registered Horse Power 49 Engines made at Cyr When 1883 Boilers, when made (Main) -/82 (Donkey) -/82
 No. of Main Boilers 1 Owners Perwent Steam Ship Co. (Limited) Port Worthington Voyage ✓
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery -100 A1
 in Donkey Boiler 25 lbs (State name of Dock.) Filbury (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 6.90
 Last Survey No. SS. L. 188 LMC 5.88 B.S. 7.91

Particulars of Examination and Repairs (if any) Damage & S.S. No 2
 (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? 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? 80 lbs
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
 To what pressure were they afterwards adjusted? 35 lbs

It is reported that this vessel collided with the S.S. "Geyser" on the 3rd of March last whilst on a voyage from London to Worthington. That the vessel was beached, having discharged part of her cargo to effect temporary repairs to hull, the vessel was subsequently got off by her own engines worked at their full power. Work on account of damage.

Vessel placed in dry dock. The engine room & stokehold bilges were found full with mud & sand. All the sea connections circulating pump, surface condenser & auxiliary pumps opened out, thoroughly cleaned & replaced. Bilge pump plungers found much cut, the plunger was turned up & fitted with new neck & gland bushes. The tail shaft was drawn to clean out stern tube. Engine room & stokehold bilges thoroughly cleaned out. Work not on account of damage.

Examined Cyls, slide valves, steam chests, crank, thrust, funnel & tail shaft? found tail shaft much corroded at forward end of cone. recommended new shaft which has been fitted, S.S. Examined Main & Donkey boilers & their safety valves. Star furnace found thin at bottom near front end this defective part was cut out & a riveted patch effectually fitted. Main & Donkey boiler safety valves.

General Observations, Opinion, and Recommendation:—adjusted under steam to lift 80 lbs & 35 lbs respectively. (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: giving for example, B.S. 1,91, B.M.S. 1,91 or L.M.C. 1,91, as the case may be.) The machinery of this vessel is in good working order & in my opinion eligible to remain as classed, and to have LMC 4.92 recorded in the register book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	10	124/4 1892
Special Damage Fee (per Section 28)	£	2	2	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 14/4 1892

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

Committee's Minute THURS. 14 APL 1892

Assigned + LMC 4.92



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LON695-0478

State if a certificate is required or if not whether

Certificate to be sent to

10-LRPH-Form No. 9-Transfer fee

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

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.

is submitted that
this vessel is eligible for
THE RECORD — LMC 4-92

N.A.

12-4-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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