

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

147910

Date of Writing Report 1887 Port of London
 Survey held at London Date, first Survey Dec 9th Last Survey Dec 14th 1887
 (No. of Visits 2)
 on the Machinery of the S.S. Port Pirie Tons, Net 2040 Gross 3109
 Surveyed Afloat or in Dry Dock Tilbury Dock Vessel built at Newcastle in 1886 Engines made in 1886
 Main Boilers Made in 1886 Donkey Boiler made in 1886 Working Pressure, Main Boilers 150 lbs.;
 Working Pressure, Donkey Boiler lbs.; Owners Anglo Austroasian S.N. Co. Ltd Port London
 Survey No. Port Class of Vessel and Machinery 100 A1 + 2 M C
 (As in Register Book.) 12-86 6-86

Particulars of Repairs and Examination

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? }
 If this was not done, state for what reasons? }
 Did 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? }

At the request of Messrs W. Milburn & Co I examined this vessel's boilers and found that Eight out of her twelve furnaces had collapsed varying from the form of a true circle from $\frac{3}{4}$ in to $1\frac{1}{2}$ in. This had been caused by working the boilers in an improper manner on the homeward voyage salt water having been used for feeding the boilers instead of fresh water, causing the corrugations of the furnaces to become thickly coated with solid matter consisting of lime & salt contained in the extra supply thus used. This I pointed out to the Superintendent Engineer & recommended fresh water to be used in future under all circumstances. In order to place the boilers in the condition that they were in before this accident occurred I recommended the parts of the furnaces that had come down to be heated & set back to their original position by means of hydraulic jacks etc.
 This work has been done

General Observations, Opinion, and Recommendation:-- It is submitted that this vessel is eligible to remain as classed.
 (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.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2 : 0	16. 12. 1887
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable)	£ : :	7 3 1887

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

FRIDAY 16 DEC 1887

Committee's Minute Assigned Remain as classed



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

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