

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

(Received at London Office,)

FRIDAY 9 NOV 1889

No. 479 Date of Writing Report 1888 Port of London
No. in Reg. Book. Survey held at London Date, first Survey 26 Oct Last Survey 5 Nov 1888
on the Machinery of the S.S. Port Darwin Master A. Lurie & Co No. of Visits 2
Gross Tonnage 1628 Vessel built at Newcastle By whom A. Lurie & Co When 1884 YEAR. MONTH.
Net Tonnage 2517 Engines made at Newcastle When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
Registered Horse Power 300 Owners Ang. Australasian S.S. Co Port London Voyage
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Atbury Class of Vessel & Machinery 100 A 1
Steam Pressure in Main Boilers 100 (State name of Dock.) (as in Register Book.)
in Donkey Boiler

Last Survey No. Port

Particulars of Examination and Repairs (if any) Special Survey.

(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

1 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?

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?

Examined leacocks & connections and found them good.

The tailshaft had been drawn in overnight & stowed out again without having been examined.

Examined tunnel stuffing & thrust shaft and found them good.

Examined crankshaft & found the journals good. Eccentrics are fitted to the two central webs. The forward crank pin (still 12 1/2" diam) has a circumferential crack about 6" long but not deep. A bolt is fitted through this pin & is in my opinion safe at present. The aft pin has two circumferential cracks 3" & 5" long, not deep. In my opinion this pin is safe at present.

Examined cylinders slides and pumps & found them good.

Examined main and donkey boilers and found them good.

Examined the safety valves and found them good and tested them under steam.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in a safe working condition and eligible in my opinion eligible to have the notification + L. M. C. 11. 88. recorded in the Register Book and that the crank shaft should be again examined in 6 months time.

(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) £ 4 4 : 12 11 1888
Special Damage, Fee (per Section 28) £ : :
Certificate (if required) as per margin £ : : Received by me, 30/1 1889
Travelling Expenses (if chargeable) £ : :
Committee's Minute

Assigned + LMC 11/88
subject to

Committee's Minute

TUES 13 NOV 1888

FRIDAY 8 SEPT 1889

Write Owners
do 6/9/89

Deferred
do to owners
13/9/89

LON 684-0264

It is submitted that this vessel
is eligible to have + LMC 11.88
recorded subject to the Crawl
Shaft being again examined
within six months

HL

12.11.88

FRIDAY 20 DEC 1889

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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