

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

No. *5072* Date of Writing Report *Nov 30th 1889* Port of *London* (Received at London Office, SAT 30 NOV 1889)
 No. in Reg. Book. *470* Survey held at *London* Date, first Survey *Nov 26th* Last Survey *Nov 28 1889*
 on the Machinery of the *S. D. Port Darwin* Master *No. of Visits 2*
 Tonnage { Gross *1623* Net *2514* Vessel built at *Newcastle* By whom *A Leslie & Co* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
 Registered Horse Power *300* Engines made at *"* When *1884*
 No. of Main Boilers *2* Owners *Ang^o Australian S. D. Co* Port *London* Voyage *"*
 Steam Pressure in Main Boilers *100* If Surveyed Afloat or in Dry Dock *London Dock* (State name of Dock.)
 in Donkey Boiler *"* Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) *100 A1. 1.88 + L.M.C. 4.86*

Last Survey No. *"* Port *"*

Particulars of Examination and Repairs (if any)

(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?

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 after crawling in & found the two flaws spoken of (in Lon rept. Nov 88) round pin. These do not appear to have extended & in my opinion are quite safe

General Observations, Opinion, and Recommendation:—

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
vessel's machinery is in good condition & eligible in my opinion to be classed + L.M.C. 11.88 in the Reg Book without the limit

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

Francis Peterson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

Note not limit

FRIDAY 20 DEC 1889



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LEN 678-0099

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

Form No. 9—Transfer Ink—5000, 28/1/89.

It is submitted that this vessel
is eligible to remain as
classified & to be removed
from the limited
list

ALD

19.12.89



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