

50356

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

(Received at London Office, TUES 25 FEB 1890)

No. 487 Date of Writing Report 23. 2. 90 1890 Port of London

No. in Reg. Book 487 Survey held at London Date, first Survey 7 Last Survey Feb. 20 1890

on the Machinery of the S.S. "Port Pirie" Master S. S. No 60 No. of Visits 1

Tonnage Gross 3109 Net 2040 Vessel built at Newcastle By whom Hawthorn, Leslie & Co. When 1886 YEAR. MONTH. 4

Registered Horse Power 450 Engines made at " When 1886 Boilers, when made (Main) 1886 (Donkey)

No. of Main Boilers 2 Owners Augl. Austin: S. No 60 Port London Voyage "

Steam Pressure in Main Boilers 150 lbs.  Surveyed in Dry Dock Tilbury Class of Vessel & Machinery 100 A 1 <sup>5.89</sup>

in Donkey Boiler " (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) -1-L.M.C. 6.86

Last Survey No. " Port "

Particulars of Examination and Repairs (if any) S.S. No 1 - In part.

(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?

*Vessel placed in dry dock, sea connections examined, & found to be in good condn. A new tail shaft (spare) has now been fitted to a new boss & former blades, the stem bush did not require to be lined up.*

General Observations, Opinion, and Recommendation:-- As far as seen this vessel

(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.)

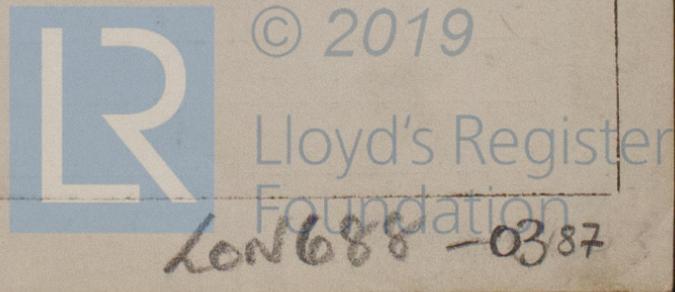
appears eligible to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for	
Survey Fee (per Section 25)	£	✓	✓		188
Special Damage Fee (per Section 25)	£	:	:		
*Certificate (if required) as per margin	£	:	:		received by me,
Travelling Expenses (if chargeable)	£	:	:		188

Geo. E. Merensson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 28 FEB 1890

Assigned Remain as classed



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.

It is submitted that this vessel  
is eligible to remain as classed

ALD

27.2.90



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