

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

51094

No. *424* Date of Writing Report *Sept 6th* 1890 Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *Augth 13* Last Survey *Sept 5th* 1890
 on the Machinery of the *R. S. "Port Pini"* Master *Dulling* No. of Visits *6*
 Tonnage Gross *3109* Net *2040* Vessel built at *Newcastle* By whom *R. & W. Hawthorn* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 Registered Horse Power *450* Engines made at *"* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 No. of Main Boilers *2* Owners *Anglo Australasian S. S. Co* Port *London* Voyage
 in Pressure—*150* If Surveyed Afloat or in Dry Dock
 in Main Boilers *150* (State name of Dock.)
 in Donkey Boiler *75* Class of Vessel & Machinery
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

MON 8 SEPT 1890

First Survey No. *Port*
 Particulars of Examination and Repairs (if any) *Special Rep*
 (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?

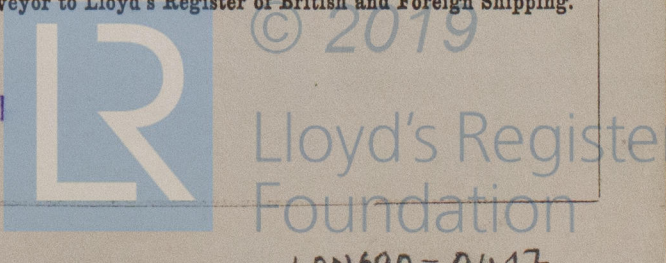
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?
Inspected sea coils, sea connections & propeller fastenings
Examined also cylinders, pistons, slides, all pumps, crank
tunnel & thrust shafting, also main & donkey boilers & their
safety-valves, sundry caulking & new rivets put
in furnaces

Main safety-valves set to 150 lbs per sq inch
 Donkey " " " " 75 " " " "

General Observations, Opinion, and Recommendation:— *This vessel's machinery*
 (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.)
is now in good & safe working condition
& eligible in our opinion to be classed
+ L.M.C. 9.90 in the Reg. Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<i>8/9 1890</i> <i>7.1 1891</i> <i>Received by me,</i> <i>Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.</i>
Survey Fee (per Section 28).....	£ 5 10 :		
Special Damage Fee (per Section 28).....	£ : :		
Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute *TUES 9 SEPT 1890*
 Assigned *+ Lmb 9/90*
TUES. 23 JUN 1891



LON690-0417

It is submitted that this
vessel is eligible to
have + L.M.C. 9-90.
recorded.

N.A.

8-9-90

