

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

Date of writing Report *9<sup>th</sup> April 1894* When handed in at Local Office *18* Port of *London*  
No. in Reg. Book. *452* Survey held at *London* Date, First Survey *7<sup>th</sup> April 1894* and Last Survey *7<sup>th</sup> April 1894*  
*on the Machinery of the Wood, Iron or Steel S.S. "Port Darwin"* Master *Loarey*  
Tonnage { Gross *2517* Net *1628* Vessel built at *Newcastle* By whom *A. Leslie & Co.* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*  
Registered Horse Power *350* Engines made at *Do.* Owners *A. Coote & J. H. Ridgby* Port *London* Voyage *Monte Video*  
No. of Main Boilers *Two* If Surveyed Afloat or in Dry Dock *Royal Albert Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure— in Main Boilers *100* in Donkey Boiler *55*

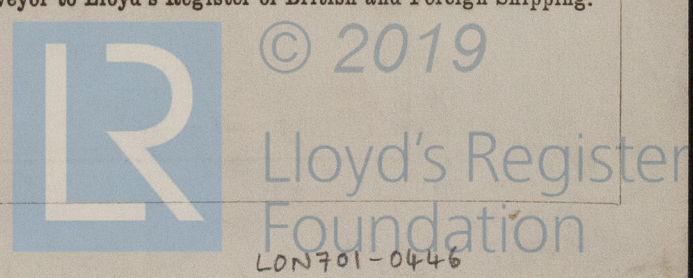
Last Survey No. *2680* Port *Antwerp*  
Particulars of Examination and Repairs (if any) *Complete B.S.*  
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*  
Do. " Donkey " " " *No*  
If this was not done, state for what reasons? *Exc. at Antwerp.*  
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? *✓*  
Did the Surveyor examine the Safety Valves of the Main Boiler? *No*  
At what pressure were they afterwards adjusted under steam? *95 lbs. Starb. & 98 lbs. Port.*  
Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*  
To what pressure were they afterwards adjusted? *Not adjusted*  
If the Survey is not complete state what arrangements have been made for its completion? *Complete*

*Safety valves of both Main boilers adjusted under steam to above pressures. The spring of Ford safety valve of Starb. boiler was now renewed on account of the old one being rather weak. Leaks in Port boiler mentioned in Ant. Rpt. N° 2680. now caulked & made tight under steam.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed and to have record of survey B.S. 3.94 entered in the Register Book*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
Received by me, *R. Elliott*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
\*State if Certificate is required  
Committee's Minute *TUES. 10 APR 1894*  
Assigned *B.S. 3.94*



State if a Report is also now sent on the ship or if not—either, and when, one will be sent.  
16—LRPH—Form No. 9—Transfer Ink—5,000, 2/10/93.  
\*Certificate to be sent to  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



It is submitted that  
this vessel is eligible for  
THE RECORD *BL 4.94*

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

*J. Im.*  
*10/4/94*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.