

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

(Received at London Office)

Report 28th May 1894 When handed in at Local Office
 Reg. Book. Survey held at London Date, First Survey 24th April Last Survey 12th May 1894
 459 on the Machinery of the Wood, Iron or Steel S.S. "Port Pirie" Master S.E. Jamieson
 Tonnage Gross 3109 Net 2040 Vessel built at Newcastle By whom R. W. Hawthorne & Co. When 1886 Boilers, when made (Main) 1886 (Donkey) 1886
 Registered Horse Power 450 Engines made at Do. Port London Voyage Australia
 No. of Main Boilers Three Owners W. Milburn & Co.
 Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Royal Albert wet docks
 in Donkey Boiler

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage Part 3 B. No 2

(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?

Do. " Donkey " " " "

If this was not done, state for what reasons?

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

At what pressure were they afterwards adjusted?

If they are not complete state what arrangements have been made for its completion?

ve month's hence.

done on account of damage sustained last voyage - apparently by a chain or wire-hawser becoming warped around the propeller and shaft. - The propeller shaft, boss and four blades renewed, also the main tube nut, stern-bush and all fittings of same renewed. - S. No 2 - Vessel placed in dry dock. the propeller shaft, the propeller stemings and all sea and bilge connections examined & found in order.

Complete S.S. No 2 - The whole of the rules requirements required to be carried out, with the exception of the exam. of propeller shaft and sea and bilge connections.

General Observations, Opinion, and Recommendation: - This vessel's machinery, so far as seen, is in safe working condition and the vessel is eligible, in my opinion, to remain as classed with record of L.M.C. deferred until completion of above.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 3 : 3 : 0
 Travelling Expenses (if chargeable) £ : :

Fees applied for

20 5 18 04

Received by me,

19/7/94

R. Elliott.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

FRI 1 JUN 1894

FRIDAY 4 JAN 1895

FRI 19 APR 1895

Assigned

Deferred for completion

LON702-0188

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

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



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It is submitted that
this vessel is eligible to
remain AS CLASSED.
on account of damage

Propeller shaft,

St. ... & following

St. ... must renewed

Propeller

propeller shaft

& all sea

Connections

done at

S.S. No 2 due

4.94

A.R.R.

29.5.94

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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