

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

Date of writing Report *15th March 95* When handed in at Local Office *15* Port of *London*
 No. in Reg. Book *460* Survey held at *London* Date First Survey *Mar. 11th* Last Survey *15th March 895*
 on the Machinery of the *Wood, Iron or Steel* *S. S. "Port Darwin"* Master *W. S. Wacey*
 Tonnage Gross *2517* Net *1628* Vessel built at *Newcastle* By whom *A. Leslie & Co.* When *1884* YEAR. MONTH. *2*
 Registered Horse Power *350* Engines made at *Do.* Boilers, when made (Main) *1884* (Donkey) *1884*
 No. of Main Boilers *Two* Owners *A. Cooke & J. A. Ridley* Port *London* Voyage *River Plate*
 No. of Donkey Boilers *one* If Surveyed Afloat on in Dry Dock *Royal Albert Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 Steam Pressure in Main Boilers *90* in Donkey Boilers *50*

Last Survey No. *12* Port *B. S.*
 Particulars of Examination and Repairs (if any) *Part B. S.*
 (Periodical Surveys, when held, must be reported in detail and seriatim 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? *Yes.*
 Do. " Donkey " " " " *No.*
 If this was not done, state for what reasons? *S. B. under steam while in port.*
 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? *Yes.*
 At what pressure were they afterwards adjusted under steam? *95 lbs.*
 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? *On vessel's return 3 1/4 months hence.*
The two Main boilers were examined internally & externally. Holes were bored in the furnaces, where fitted, along line of fire bars; in the backs & bottoms of combustion chambers and the average thickness of furnaces found to be 3/8" instead of 17/32" as original, the pressure was reduced from 100 lbs to 90 lbs.
Repairs on account of wear & tear - One patch in Centre furnace of Port B. renewed with a larger one, and a doubling plate fitted at lower part of mouth of same furnace, taking in part of front circumferential seam of shell.

To complete B. S. - The Donkey boiler and its safety valves to be examined & the latter to be adjusted under steam.

The pressure of Main boilers should now be entered in the Register Book as *90 lbs* the thickness of S. V. Rings being off *1 1/2"* *7/16"* *7/16"*
 General Observations, Opinion, and Recommendation: - *This vessel's boilers, so far as seen, are in safe working condition and the vessel is eligible, in my opinion, to remain as classed with record of survey B. S. 3. 95. deferred until completion of above.*

Office or Registration Fee (per Sec. 27) *£ 16.3.1895*
 Survey Fee (per Section 28) *£ 2.0.0*
 Special Damage Fee (per Section 28) *£ 0.4.0*
 Travelling Expenses (if chargeable) *£ 1.16.0*
 Fees applied for *16.3.1895*
 Received by me *R. Elliott*
 State if Certificate is required *Yes*
 Committee's Minute *Assigned*
 Assigned *Rpt Gls 1795*