

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

(Received at London Office)

15 JAN 96

Date of writing Report *13th Janry 96* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. *471* Survey held at *London* Date, First Survey *and* Last Survey *8th Janry 1896*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Port Elliot"* Master *S. Partridge*
 Tonnage Gross *3556* Net *2295* Vessel built at *Newcastle* By whom *W. Dobson & Co* When *1894* YEAR. MONTH. *3*
 Registered Horse Power *288* Engines made at *Do.* When *1894* Boilers, when made (Main) *1894* (Donkey) *1894*
 No. of Main Boilers *Two* Owners *W. Milburn & Co* Port *London* Voyage *Australia*
 No. of Donkey Boilers *One* If Surveyed *Afloat or in Dry Dock* *Victoria Pontoons* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *160* in Donkey Boilers *160*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Condition*

(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?

No

Do. " Donkey " " "

No

If this was not done, state for what reasons?

Not due for survey.

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?

Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler?

No

To what pressure were they afterwards adjusted?

Not adjusted

Has the propeller shaft been drawn and examined at this time?

No.

If the Survey is not complete state what arrangements have been made for its completion?

Complete.

Vessel raised on a pontoon - propeller and sea-connection fasts examined & found in order.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,94, B.&M.S. 1,94 or L.M.C. 1,94, 140 lb., F.D., &c.)

as seen, is in safe working condition, and eligible, in my opinion to remain as classed without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ :
 Survey Fee (per Section 23) £ :
 Special Damage Fee (per Section 28) £ :
 Travelling Expenses (if chargeable) £ :
 State if Certificate is required

Fees applied for

18

Received by me,

18

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

Committee's Minute

TUES. JAN 14 1896

Assigned



© 2019

Lloyd's Register
Foundation

Lon 707-0384

It is submitted that
this vessel is eligible to
remain AS CLASSED.

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.

Pms
13-196

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation