

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

Date of writing Report 24<sup>th</sup> March 96 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 1607 Survey held at London Date, First Survey 24 Feb Last Survey 23 March 1896  
 on the Machinery of the Wood, Iron or Steel S.S. "Thermopylae" Master A. Simpson  
 Tonnage { Gross 347 1/2 Net 239 6 Vessel built at Aberdeen By whom Hall, Russell & Co. When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
 Registered Horse Power 415 Engines made at Do. Owners G. Thompson & Co. Port Aberdeen Voyage Australia  
 No. of Main Boilers Two No. of Donkey Boilers One If Surveyed Afloat + in Dry Dock Royal Albert wet dock  
 Steam Pressure in Main Boilers 160 in Donkey Boilers 160 (State name of Dock.) docks & Vic. Dk.

Last Survey No. PortParticulars of Examination and Repairs (if any) S.S. No. 1.

(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? Yes.Do. " Donkey " " " Yes.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? ✓Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.At what pressure were they afterwards adjusted under steam? 163 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.To what pressure were they afterwards adjusted? 123 lbs.Has the propeller shaft been drawn and examined at this time? Yes.If the Survey is not complete state what arrangements have been made for its completion? Complete.

Now done. — Vessel placed in dry dock — all sea and bilge cocks & valves examined. On examination of the propeller shaft it was found that the key was broken in three pieces and part of the cone (in way of the key) broken and destroyed, also the boss worn oval & propeller nut slackened back. — A new boss and the spare propeller shaft (not previously used) have now been fitted. All cylinders, pistons, slide valves, pumps, condensers, and the whole of the shafting throughout examined. The two Main & Donkey boilers examined internally and externally; their safety valves examined and adjusted under steam as above. All steam pipes tested (two being rebrazed at flanges) & twice their working pressure & found tight.

General Observations, Opinion, and Recommendation: — This vessel's machinery is now in safe working condition and eligible, in my opinion, to remain as classed with record of survey L.M.C. 3.96 entered in the Register Book.

Office or Registration Fee (per Sec. 27) £ 5 : 10 : 0.  
 Survey Fee (per Section 28) £ 0 : 11 : 0.  
 Special Damage Fee (per Section 28) £ 4 : 19 : 0.  
 Travelling Expenses (if chargeable) £

Fees applied for 26/3/96  
 Received by me, 5/6/96

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

\*State if Certificate is required

Committee's Minute

Assigned

FRI, MAR 27 1896

TUES 1 SEP 1896

FRI, 15

JAN 1897



Lloyd's Register Foundation

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