

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

(Received at London Office

TUES 12 JAN 1897

Date of writing Report Jan 11 1897 When handed in at Local Office

Port of London.

No. in
Reg. Book. Survey held at London

Date, First Survey *and* Last Survey *Jan. 9* 1897

282. on the Machinery of the Wood, Iron or Steel P.P. Thermophyla.

Master Pinflow

Tonnage { Gross 3 1/11
Net 2396

Vessel built at Aberdeen

By whom Harry Russell No.

YEAR. MONTH.

Registered Horse Power } 415
No. of Main Boilers } 2

Engines made at

When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers.....

Owners *J. Thompson & Co.*

Port Aberdeen Voyage 'Australia'

No. of Donkey Boilers 1
Steam Pressure—
in Main Boilers 160 lbs

Owners J. C. Thompson & Co. Port at
If Surveyed Afloat or in Dry Dock R. a. Dry Dock

Particulars of Classification (*which must be inserted precisely as in Register Book & Supplements*).

Last Survey No......*Port*.....

Particulars of Examination and Repairs (if any) Stocking
(Periodical Surveys when held must be reported in detail and verified in the terms of the Rules. State of

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.

[illegible]

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do.	"	Donkey	"	"
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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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted ?

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

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

Examined propeller, stem bush, & Sea connections fastenings, all in good condition

General Observations, Opinion, and Recommendation:—This vessel's Machinery is now as
(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. 9,95, B.&M.S. 9,95 or ~~or~~ L.M.C. 9,95,
140 lb., F.D., &c.)
far as seen in good condition. & in my opinion the vessel is eligible to
remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for _____ 18 _____ Received by me, _____ 18
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

P. M. Salmon.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping

* State if Certificate is required

Committee's Minute FRI, 15 JAN 1897

Assigned 

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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.

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

R. G.
12/1/97.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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