

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

MON 26 JUL 1897

(Received at London Office)

Date of writing Report *14<sup>th</sup> July* 18*97* When handed in at Local Office *16<sup>th</sup> July* 18*97* Port of *London*  
 No. in Reg. Book *503* Survey held at *London* Date, First Survey *15<sup>th</sup> July* Last Survey *21<sup>st</sup> July 1897*  
 on the Machinery of the *Wood, Iron or Steel* *S. S. Fort Pirie* Master *W. Lewis*  
 Tonnage { Gross *3020* Net *1929* Vessel built at *Niello* By whom *R.W. Hawthorn & Co. Ltd* When *1886* YEAR. MONTH.  
 Registered Horse Power *382* Engines made at *"* When *'86* Boilers, when made (Main) *'86* (Donkey) *'86*  
 No. of Main Boilers *3* Owners *W. Milburn & Co* Port *London* Voyage *Australian Port*  
 No. of Donkey Boilers *1*  
 Steam Pressure— in Main Boilers *150 lb* If Surveyed Afloat or in Dry Dock *Afloat - in Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers *65*

CHARACTER.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey.		
Date of last Survey and of Periodical Surveys.		

Particulars of Examination and Repairs (if any) *Condition +100 A. 7.96* *+ L.M.C. 12.94*  
*S.S. Fort Pirie 102.94* *B.S. 6.96*

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?  
 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? *no.*

*not under survey*

If the Survey is not complete state what arrangements have been made for its completion? *Complete.*  
*Now done! - Propeller and outside fastenings of the Sea Connections and the Stern-bush examined latter worn '88*  
*See official regarding exam of the Donkey Boiler this Boiler is not to be used again and no preparations now made for its examination.*

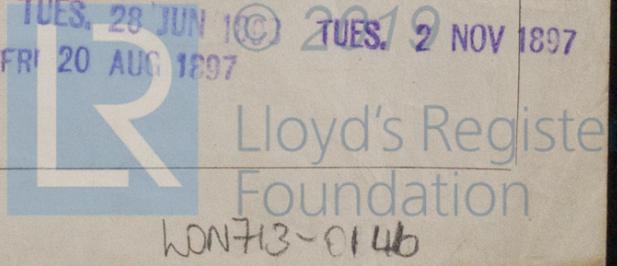
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 P.F.D., &c.)  
*The machinery of this vessel so far as now seen is in good condition and in my opinion eligible to remain as classed subject to the Donkey Boiler not being used again, the presence of B.S. is respectfully recommended.*

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

*D. Ritchie*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required  
 Committee's Minute *FRI. 6 AUG 1897* *TUES. 17 AUG 1897* *TUES. 28 JUN 1897* *TUES. 2 NOV 1897* *FRI 20 AUG 1897*

Assigned *223.97 subject*



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

\*Certificate to be sent to...

It is submitted that  
this vessel is eligible for  
THE RECORD.

B. I. 397 subject to  
the Grady Boiler not being used  
again  
Owners to be advised

*[Signature]*  
4/8/97

*[Faint, illegible handwritten text in columns]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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