

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

(Received at London Office. **WED. 29 NOV 1899**)

Date of writing Report **Nov. 28th 99** When handed in at Local Office **18** Port of **London**

No. in Reg. Book **487** Survey held at **London** Date, First Survey **1890** Last Survey **Nov. 28th 1899**

487 on the Machinery of the ~~Wood~~ **Iron or Steel** **S.S. "Duke of Portland"** Master **Long**

Tonnage { Gross **3822** Net **2481** Vessel built at **Rue** By whom **Hawthorn Leslie & Co.** When **1890** Boilers, when made (Main) **1890** (Donkey) **1890**

Registered Horse Power **407** Engines made at **So.** Owners **J. B. Westray & Co.** Port **Gr.** Voyage **Brisbane**

No. of Main Boilers **3** No. of Donkey Boilers **1** Steam Pressure in Main Boilers **160 lb.** If Surveyed ~~in~~ **in** Dry Dock **R. A. Dry Dock** (State name of Dock.)

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

Last Survey No. **1** Port **Gr.**

Particulars of Examination and Repairs (if any) **Comp: S.S. No. 2. 100 A. 1. 11. 97. 1 L.M.C. 10. 94**

(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? **No**

Do. " Donkey " " " **No**

If this was not done, state for what reasons? **See London sp. No. 61146.**

And what parts of the Boilers could not be thus thoroughly examined? **No**

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? **No**

Did the Surveyor examine the Safety Valves of the Main Boiler? **No** To what pressure were they afterwards adjusted under steam? **✓**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **No** To what pressure were they afterwards adjusted under steam? **✓**

Has the propeller shaft been drawn and examined at this time? **Yes.** If spare propeller shaft fitted, state whether new? **✓**

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? **3/16" bare**

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? **Completed.**

Examined propeller, propeller shaft, Stern bush, and Sea connections' fastenings; found same all in good condition.

General Observations, Opinion, and Recommendation:— **This vessel's Machinery is now in good condition & in my opinion the vessel is eligible for the record 1 L.M.C. 6. 99. as recommended in the London sp. No. 61146**

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

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

State if Certificate is required **FRI. 8 DEC 1899**

Committee's Minute **Assigned + L.M.C. 6. 99**

Screen shaft examined.

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 to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. ✱ L.M.C. 6.99.

CM.
6.12.99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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