

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

(Received at London Office, 21)

No.

No. in
Reg. Book.

Survey held at

London

Date, first Survey

Dec 3rd

Last Survey

19th Dec 1885

on the Machinery of the

Austrian

(Number of Visits 10 -)

Tonnage, Gross 3630

Built at Glasgow

When built 1884 . 4

Ditto, Net 2343

Owners Messrs G Thompson & Co. Port belonging to London

Diameter of Cylinder 32.46" 70"

Engines made by Messrs R Napier & Son When made 1884

Length of Stroke 54 inches

Boilers made by do do When made 1884

Pressure of Steam 125 lbs.

If Surveyed Afloat or in Dry Dock Both Character in Register Book.

Registered Horse Power 400

Classed 100 A A

Lloyd's M.C.

Last Survey No. 1

Port

Particulars of Repairs and Examination

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.)

Cylinders, slide valves, pistons, pumps, Crank shaft, Leaning, tunnel shafts, propeller & tin tube and all working parts of the Engines were opened out examined found in good condition, they were all adjusted and set together and placed in proper working order.

The Boilers were both examined internally and externally, some tubes had been leaking at the back ends of four of the lower. Causing an accumulation of salt in the Combustion Chambers and interfering with their steaming properties, the insides of the Boilers were examined with a view to ascertaining why these tubes leaked. but no signs of scale or dirt was found on the tube plates or at the tube ends. After steaming for 50 days the insides of the Boilers were found to be quite clean and in excellent condition, the cause of the tubes leaking was the continued contraction due to the smoke box doors being opened so often to sweep tubes, Australian Coal being so dirty, one box required to be swept each day. watch during

General Observations, Opinion, and Recommendation:— Recommended: the Leaky tubes

(State clearly what alteration, if any, is suggested to be made in the existing notification of the vessel's machinery in the Register Book, consequent upon this survey.)

to be diam and new ones fitted, the four furnaces heated and set back and the seams at the bottom of the Boilers caulked this was all done perfectly satisfactorily. When steam was raised three of the furnaces were found to be leaking at the welds. Steam had to be blown off the Boilers emptied and then steel welds riveted over these leaks, this was done and the Boilers and Machinery were placed in perfect condition.

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £220

Special Damage Fee (per Section 28) £

*Certificate (if required) £

Travelling Expenses (if chargeable) £

received by me,

23/1/1886

Y.B.H.

William Parker

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

Committee's Minute

Assigned

Attached to the
Hull Report
(No 4577)

Submitted that this vessel is
eligible to remain a member of
Lloyd's Register
Foundation
21.1.86

45771 done

the whole voyage: Four of the Corrugated furnaces were slightly collapsed - and some slight leaks were to be seen on the bottoms of the shells. mm

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation