

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

47909

No. *1226* Date of Writing Report *1887* Port of *London*
 No. in Survey held at *London* Date, first Survey *Dec. 1887*
 Reg. Book. *1226* (No. of Visits *5*) Last Survey *Dec. 1887*
 on the Machinery of the *S.S. "Australasian"* Tons, Net *2343* Gross *3630*
 If Surveyed Afloat or in Dry Dock *Tilbury Dock* Vessel built at *Glasgow* in *1884* Engines made in *1884*
 (State name of Dock.)
 No. of Main Boilers *2* Made in *1884* Donkey Boiler made in *1884* Working Pressure, Main Boilers *125 lbs.*
 Working Pressure, Donkey Boiler *125 lbs.*; Owners *Messrs G. Thompson & Co* Port *Aberdeen*
 Last Survey No. *47848* Port *Lon* Class of Vessel and Machinery *100 A. 11. 87 + LMC 6. 84*
 (As in Register Book.)

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.
 Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? }
 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? }

This vessels boilers were examined internally & externally & found to be in good condition. The system adopted to make up the waste, or extra supply, by means of fresh water obtained from steam raised in the donkey boiler, passed through the engine, & then introduced into the main boiler has proved a success, the boilers having arrived after steaming for over forty two days in a perfectly clean condition.
 The Engines were thoroughly opened out, all working parts adjusted & set together. The H.P. piston fitted with new funk ring & new spring ring.
 The Vessel was placed in dry dock, her propeller taken off, tail shaft drawn in & examined, & the stern bush rewooded.
 Steam was raised, & the safety valves raised adjusted to the working pressure of 125 lbs per sq in. & the engines tried under steam worked perfectly satisfactorily.

General Observations, Opinion, and Recommendation:— This vessels machinery is now in good working order & it is submitted that she is now eligible to have the notation + LMC 12. 87 recorded in the Register Book

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| Office or Registration Fee (per Sec. 27) | £ | : | : | Fees applied for |
| Survey Fee (per Section 28) | £ | 2 | 2 | 0 |
| Special Damage, Fee (per Section 28) | £ | : | : | |
| *Certificate (if required) as per margin | £ | : | 5 | |
| Travelling Expenses (if chargeable) | £ | : | : | |

received by me, *Wm. Paisley*
 21. 12. 1887
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Assigned *FRIDAY 16 DEC 1887*



T. & S. Form No. 9—Transfer Ink—5000, 18/7/87. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

State if a Report is also sent on the Hull of the Ship

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

LON 681-0508