

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

No. *48406* (Received at London Office, **WEDNES. 16 MAY 1888**)
Date of Writing Report *188* Port of *London*
No. in Reg. Book. *1225* Survey held at *Tilbury* Date, first Survey *2 May* Last Survey *11 May 1888*
on the Machinery of the *S.S. Austral* Master *Charleston* No. of Visits *6*
Tonnage { Gross *3271* Net *5589* Vessel built at *Glasgow* By whom *Elder* When *1881* YEAR. MONTH. *12*
Registered Horse Power *1000* Engines made at *Glasgow* When *1881* Boilers, when made (Main) *87* (Donkey)
No. of Main Boilers *95* Owners *Orient Steam Nav Co Ltd Glasgow* Voyage
Steam Pressure in Main Boilers *95* If Surveyed Afloat or in Dry Dock *Tilbury Dock* Class of Vessel & Machinery *100A1*
in Donkey Boiler (State name of Dock.) (as in Register Book.) *3.87*

Last Survey No. *3.87* Port *Tilbury*

Particulars of Examination and Repairs (if any) *Part Special Survey*

(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?

Examined Leacocks connections and found them good.

Examined the tailshaft & found it good. (Kellum Whitworth Steel & brass covering) New lignum vitae has been fitted

Examined tunnel & thrust shaft & 3 crank pins and found them good.

Examined 3 Cylinders & 6 slide valves (pistons) and pumps & found them good.

Examined donkey boiler and safety valves & found them good.

The 6 safety valves of the 2 aft boilers were found to blow off at 95 lbs.

On account of pressure of time the following parts were not seen and will be submitted on the vessels return from her present voyage.

3 crank journals, forward boiler safety valves and donkey boiler safety valve under steam.

General Observations, Opinion, and Recommendation:—*As far as seen the*
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification + L M C 5.88 recorded in the Register Book provided the above mentioned parts are seen

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *on the vessels return to this country*
Survey Fee (per Section 28) £ *5 5* - *16 5 188 8*
Special Damage, Fee (per Section 28) £ : :
*Certificate (if required) as per margin £ : :
Travelling Expenses (if chargeable) £ : :
Received by me *20/6 188 8*

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

Committee's Minute **FRI 25 MAY 88**

Assigned



© 2021

Lloyd's Register Foundation

LON683-0086

It is submitted that this vessel
is eligible to have the
notification + Sub 5.88
recorded when the Survey
has been completed

DP

17/5/88