

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

No. *1108* Date of Writing Report *March 26<sup>th</sup> 1890* Port of *London*  
 No. in Reg. Book. *1108* Survey held at *London* Date, first Survey *March 21<sup>st</sup>* Last Survey *March 26<sup>th</sup> 1890*  
 on the Machinery of the *S. S. Austin Priano* Master *Brooker* No. of Visits *5*  
 Tonnage { Gross *1314* Net *839* Vessel built at *Lundeland* By whom *J. Lang* When *1868* 8  
 Registered } Horse Power *98* Engines made at *Swansea* When *1874* Boilers, when made (Main) *1874* (Donkey) *✓*  
 No. of Main Boilers *one* Owners *Galbraith Pembroke* Port *London* Voyage  
 Steam Pressure—*65 lbs* If Surveyed Afloat or in Dry Dock *Agents* Class of Vessel & Machinery  
 in Main Boilers *65 lbs* (State name of Dock.) *Agents* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *45 A1. 9.89*  
 in Donkey Boiler *56 lbs* *LMC. 3.89*  
 Last Survey No. *5523* Port *London* *BS. 12.88*

## Particulars of Examination and Repairs (if any)

(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 tail shaft. This was so much corroded that it was found necessary to put in its place, the spare shaft, which lined up*

*Sea connections & propeller fastenings satisfactory. Examined at the request of the owner the propeller all four blades broken, recommended a new propeller which has been fitted*

*cylinders, pistons, valves, pumps, all shafting & principal working parts of engine satisfactory*

*Main & donkey boilers & safety valves remain doubting plates put on donkey boiler front near & round manhole, a new angle iron round upstate & new stays fitted. Two dead wt safety valves calculated to blow at 56 lbs*

*Main valves blow at 65 lbs satisfactory*

## General Observations, Opinion, and Recommendation:—

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*This vessel's machinery is now in good condition & eligible in my opinion to be classed L.M.C. 3.90 in the reg. book*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 10 :	<i>2. 4. 18 90</i>
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : 2 :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>8/4 18 90</i>

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

Committee's Minute

FRIDAY 25 APRIL 1890

TUES 26 AUGUST 1890

FRI 20 AUGUST 1890

FRI 3 JUL 1891

Assigned

*LMC 3/90*

FRI. 10 APL 1891



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LON 689-0089

State if a Report is now sent on the Ship and when, one will be sent.

Certificate to be sent to

T. & S. Form No. 9—Transfer Fee—50s, 9d 1890

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

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 cause it to show through to the other side.

It is submitted that this  
vessel is eligible to  
have L.M.C. 390  
recorded.

H.A.

2-4-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN



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