

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

(Received at London Office)

SAT 25 JUN 1892

Date of Writing Report *24<sup>th</sup> June* 18 *92* Port of *London*Survey held at *London* Date, first Survey *12<sup>th</sup> May* Last Survey *22<sup>nd</sup> June 1892*  
on the Machinery of the *Sp. Australasian* Master *Spalding* No. of Visits *8*Gross *3630*Net *2343*Tonnage *400*Boilers *Two*Boilers *1250*Boiler *1200*Vessel built at *Glasgow*By whom *R. Napier & Sons*When *1884* 4Engines made at *D.*When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*Owners *G. Thompson & Co.*Port *Aberdeen*Voyage *—*Surveyed Afloat or in Dry Dock *both*(State name of Dock.) *Vic. pontons + R.A.S.*Class of Vessel & Machinery *-100 A1*

(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

S.S. Lou. N° 1.88.

1.91  
+LMC 1.89  
B.S. 2.91Survey No. *—* Port *—*Particulars of Examination and Repairs (if any) *Special Survey N° 2*

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 those due to other causes. State also the dates and initials of any letters respecting this case.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes.*" Donkey " " " *Yes.*If not done, state for what reasons? *—*What parts of the Boilers could not be thus thoroughly examined? *—*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? *—*Did Surveyor examine the Safety Valves of the Main Boiler? *Yes.*At what pressure were they afterwards adjusted under steam? *125 lbs.*Did Surveyor examine the Safety Valves of Donkey Boiler? *Yes.*At what pressure were they afterwards adjusted? *120 lbs.**The vessel was placed on the pontoon.**Examined propeller, stern bush, all sea connections & fastenings found all in good order.**Do Cylinders, pistons, slide valves & steam chests found all in good order.**Do Condenser (steam & water spaces) Do Do**Do Air, Circulating, feed, bilge & donkey eng. pumps, with their buckets, valves, and connections found all in good order.**Do Crank, Thrust & Tunnel shafting Do Do**Do Bilge injection valve, Sluice valves on bulkheads, bilge suction and roses. found all in good order.**Do Main & donkey boilers int<sup>l</sup> & ext<sup>l</sup> also their safety valves found all in good working order.**Tested main & donkey boilers under steam and adjusted their safety valves to lift at 125 lbs. & 120 lbs. respectively.*

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. 1.91, B.E.M.S. 1.91 or L.M.C. 1.91, as the case may be.)

*The machinery now being in good working order. The vessel in my opinion is eligible to remain as classed and have the notification +LMC 6.92 recorded in the Register book.*Office or Registration Fee (per Sec. 27) £ *—*Survey Fee (per Section 28) £ *5-10*Special Damage Fee (per Section 28) £ *—*Travelling Expenses (if chargeable) £ *—*

Fees applied for

*25/6 1892*

Received by me,

*19.6.92*Robt Balfour  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute *TUES. 28 JUN 1892*Assigned *+LMC 6.92*

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It is submitted that  
this vessel is eligible for  
THE RECORD + L.M.C. 6-92

MA  
25-6-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



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