

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

(Received at London Office **MON. 17 JUL 1893**)

Date of writing Report **15<sup>th</sup> July 1893** When handed in at Local Office **18** Port of **London**  
 No. in Reg. Book **1006** Survey held at **London** Date, First Survey **9<sup>th</sup> May** Last Survey **11<sup>th</sup> July 1893**  
 on the Machinery of the **Wood, Iron or Steel** **S.S. "Australasian"** Master **J. F. Spalding**  
 Tonnage { Gross **3630** Net **2343** Vessel built at **Glasgow** By whom **R. Napier & Sons** When **1884** 4.  
 Registered Horse Power **400** Engines made at **Glasgow** When **1884** Boilers, when made (Main) **1884** (Donkey) **1884**  
 No. of Main Boilers **Two** Owners **G. Thompson & Son** Port **Aberdeen** Voyage **Australia**  
 Steam Pressure in Main Boilers **125** If Surveyed Afloat or in Dry Dock **Victoria pontoons & Victoria Dock.**  
 in Donkey Boiler **125** (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of Last Survey and of Periodical Surveys.	Years Assigned and Interval.	Machinery and Boiler Surveys (including date of N.B., if any).
<b>100 A 1.</b> <b>Spark.</b> <b>12.92.</b> <b>S.S. Lon. N<sup>o</sup> 2-92.</b>		<b>L.M.C. 6.92</b>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) **B.S.**

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes**  
 Do. " Donkey " " " **Yes**  
 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? **✓**  
 Did the Surveyor examine the Safety Valves of the Main Boilers? **Yes.**  
 At what pressure were they afterwards adjusted under steam? **125 lbs.**  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? **Yes.**  
 To what pressure were they afterwards adjusted? **125 lbs.**

If the Survey is not complete state what arrangements have been made for its completion? **Complete.**

*Both Main & Donkey boilers examined internally & externally, also their safety valves, and the latter adjusted under steam to a pressure of 125 lbs. -  
 The vessel was placed on the Victoria pontoons, and the sea connections were examined. The propeller shaft was drawn in, examined, and refitted into the boss.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed, and to have record of **B.S. 6.93** entered in the Register Book.*

Office or Registration Fee (per Sec. 27)..... £ : :  
 Survey Fee (per Section 28)..... £ 2 : :  
 Special Damage Fee (per Section 28)..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :  
 Fees applied for **18/7/1893**  
 Received by me, **28/7/1893**

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

\*State if Certificate is required \_\_\_\_\_  
 Committee's Minute **FRI 21 JUL 1893**  
 Assigned **BSy. 93**



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16-LRPB-Form No. 9-Transit In. (The Surveyors are requested not to write on or before the space for Certificate.)

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

It is submitted that  
this vessel is eligible for  
THE RECORD BS 7.93

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.

July 19/7/93 —



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