

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

No. 54971

TUES. 5 DEC 1893

(Received at London Office)

Date of writing Report 4th Dec. 1893 When handed in at Local Office 18 Port of London
No. in Reg. Book. Survey held at London Date, First Survey and Last Survey 2nd Dec. 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 1st 4th
Registered Horse Power 400 Engines made at D.O. When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
No. of Main Boilers Two Owners G. Thompson Port Aberdeen Voyage Australia
Steam Pressure in Main Boilers 125 If Surveyed Afloat or in Dry Dock Royal Albert dry Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boiler 125 (State name of Dock.)

Last Survey No. Port
Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and variation 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?

Do. " Donkey " " " "

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 Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

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

Complete -
Sea-connections, propeller & its fastenings examined while vessel was in dry dock & found in good order.

General Observations, Opinion, and Recommendation:— So far as seen this vessel's
(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. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)
machinery is in safe working condition, eligible, in my opinion, to remain as classed, without fresh record of survey.

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

*State if Certificate is required

Committee's Minute

Assigned

FR 8 DEC 1893

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



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Low fee - OK

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

*Certificate to be sent to

14-2412-Form No. 9—Transfer Ink—10,000, 20/1/93.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

It is submitted that
this vessel is eligible
remain AS CLASSED.

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.

Prob
6/12/93-

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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