

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

Date of writing Report 15<sup>th</sup> Oct. 96, When handed in at Local Office 18 Port of London

No. in Reg. Book. 1046, Survey held at London, Date, First Survey Last Survey 7<sup>th</sup> Oct. 1896

on the Machinery of the Wood, Iron or Steel S.S. "Australasian" Master J. F. Spalding

Tonnage { Gross 3667 Net 2333 Vessel built at Glasgow By whom R. Napier & Sons When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

Registered Horse Power 355 Engines made at Do. When 1884

No. of Main Boilers 2 Owners G. Thompson & Co Port Aberdeen Voyage Australia

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 125 If Surveyed Afloat or in Dry Dock Royal Albert Dock

in Donkey Boilers 125

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

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

Has the propeller shaft been drawn and examined at this time?

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

Propeller and sea-connection fastenings examined and found in order.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further 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,

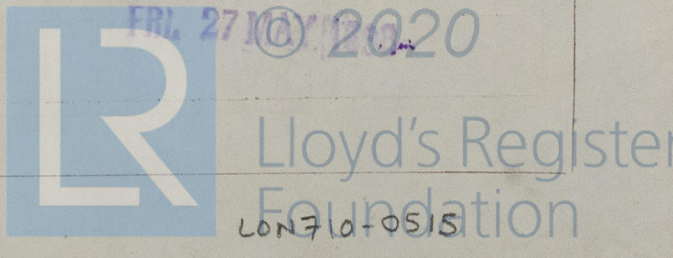
Travelling Expenses (if chargeable) £ : : 18

TUES 3 NOV 1896 FRI. 26 FEB 1897 TUES. 11 JAN 1893

\*State if Certificate is required

Committee's Minute Assigned

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





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  
remain AS CEISSD.

M.S.  
2.10.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation