

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

(Received at London Office)

FRI, 21 JUL 1899

Date of writing Report 20 July 18 99 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 1207 Survey held at London Date, First Survey 7<sup>th</sup> July Last Survey 18 99  
on the Machinery of the Wood, Iron or Steel 3/8 "Australasian" Master J. F. Spalding  
 Tonnage { Gross 3662 Net 2333 Vessel built at Glasgow By whom R. Napier & Sons When 1884 4  
 Registered Horse Power 355 Engines made at Glasgow When 1884 Boilers, when made (Main) 1884 (Donkey) 1898  
 No. of Main Boilers 2 Owners G. Thompson & Co Port Aberdeen Voyage Sydney  
 No. of Donkey Boilers 1  
 Steam Pressure—  
 in Main Boilers 125 lb. If Surveyed Afloat or in Dry Dock H. A. Dry St.  
 in Donkey Boilers 160 (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>-1- 100 AI</u>		<u>-1- LMC</u>
<u>3-99</u>		<u>5-96</u>
<u>SS Lon. 203-5, 96</u>		<u>B.S. 3, 99</u>
		<u>R.M.C. 3, 99</u>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Docking

(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?

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?

To 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 under steam?

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new?State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/4"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Now done. Vessel placed in dry dock. Propeller, stern bush, and sea connection fastenings exam<sup>d</sup> and found in good condition.

General Observations, Opinion, and Recommendation:— The Machinery so

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

far as seen is now in good, and efficient condition, and in my opinion the vessel is eligible to remain as classed in the Society's Register book.

Office or Registration Fee (per Sec. 27)..... £ : :  
 Survey Fee (per Section 28)..... £ : :  
 Special Damage Fee (per Section 28)..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :  
 Fees applied for  
10  
 Received by me,  
10

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

\*State if Certificate is required

Committee's Minute

TUES. 25 JUL 1899

Assigned As now

Lloyd's Register  
 Foundation

Lon 719 - 0015



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 to cause it to show through to the other side.

*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

*24/7/99*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation