

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

(Received at London Office, \_\_\_\_\_)

49461  
TUES 14 MAY 1889

No. \_\_\_\_\_ Date of Writing Report 13. 5. 89 188 \_\_\_\_\_ Port of \_\_\_\_\_  
No. in Reg. Book. Survey held at London Date, first Survey Apl. 29 Last Survey May 8 1889  
1109 on the Machinery of the S. S. "Austral" Master \_\_\_\_\_ No. of Visits 3  
Tonnage { Gross 5589  
Net 3271 Vessel built at Glasgow By whom J. Elder & Co When 1881-12  
Registered Horse Power { 1000 Engines made at \_\_\_\_\_ When 1881 Boilers, when made (Main) 1881 (Donkey)  
No. of Main Boilers 4 Owners Orient S. N. Co. Port Glasgow Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers 95 lbs. X Surveyed Afloat & in Dry Dock Tilbury Class of Vessel & Machinery 100 A1.  
in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) - I.M.C. 5.88

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

Particulars of Examination and Repairs (if any) Annual B. S.

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

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Vessel placed in dry dock, sea connections examined. Found to be in good condition, the propeller & its connections sound & the tail shaft a good fit in Stern bush.  
Main boilers examined internally & externally & found to be in good condition. - Safety valves in good condition & tested under steam to the W.P. of 95 lbs.

The which boiler has not been examined.

General Observations, Opinion, and Recommendation:-- The main boilers being  
(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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

now in good & safe working condition renders the vessel eligible in my opinion to remain as classed than the notification B. S. recorded when the which boiler has been examined say in about 14 mths. (the probable return of the vessel

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 3 : 3 :	15 - 5 1889
Special Damage Fee (per Section 28) .....	£ : :	
Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	27/6 1889

Geo. E. Milnerison  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 17 MAY 1889

Assigned Note for Completion



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LON686 - 0042

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

T. & S. Form No. 9—Transfer Ink—6000, 28/1/89. \* Certificate to be sent to

(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.



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  
will be eligible to have  
B.S. 5. 89. recorded.  
when the donkey  
boiler has been  
surveyed  
N.A.  
16.5.89.



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