

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

49933

(Received at London Office, SAT 5 OCT 1889)

No. 1109 Date of Writing Report 1889 Port of London  
 No. in Reg. Book Survey held at London Date, first Survey Sept. 11 Last Survey Oct. 4 1889  
 on the Machinery of the S. S. "Austral" Master                      No. of Visits 4  
 Tonnage { Gross 5324 Net 3214 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) 1881  
 No. of Main Boilers                      Owners Orient S. N. Co. Port Glasgow Voyage                       
 Steam Pressure in Main Boilers 95 lbs.  Surveyed Afloat  in Dry Dock Tilbury Class of Vessel & Machinery 100 A1  
 in Donkey Boiler 86 (State name of Dock.)                      (As in Register Book, including date of last Boiler Survey) -1-L.M.C. 5.88  
 \$7 Ls. no 3-84.

Last Survey No.                      Port                       
 Particulars of Examination and Repairs (if any) Completion of 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 examd. Found to be in good condn. the propeller & its fastenings sound & the tail shaft a good fit in Stern bush.  
 Which boiler examd: internally & externally about 20 screwed stays at back of comb. chrs. have now been renewed, the remainder of boiler in good condn. Safety valves examd. Found in good condition. Tested under steam to 86 lbs.*

General Observations, Opinion, and Recommendation:-- As far as seen this vessel appears eligible to remain as classed.  
 (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.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	1	26 10 188 9
Special Damage Fee (per Section 28)	£	:	:	received by me, 11/11 188 9
Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute TUES 22 OCT 1889  
 Assigned BS 5/89



State is also sent on the Ship or if not shewn, and en, one will be sent.  
 Form No. 9 - Transfer Int. - 6000, 28/1/89.  
 The Surveyors are requested not to write on or below the 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 is eligible to have B.S. 589 recorded.

W.A.

21-10-89



REVIEWERS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.