

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *7 Dec 1891* When handed in at Local Office *7 Dec 1891* Port of *London* MON. 7 DEC 1891

No. in Survey held at *London* Date, First Survey *19 Oct 1891* Last Survey *3rd Dec 1891*
Reg. Book. *954* on the *Austral* Steel *See Dr* Master *Arthur E. E.*

TONNAGE:— Built at *Glasgow* By whom *J. Elder & Coy* When *1881-12*
GROSS *5524* Owners *Orient Steam Nav Coy* Port belonging to *Glasgow*
UNDER DK. *5315* Owners' Address
NET *3214* (if not already reported in Register Book.)

Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Tilbury Dr* Destined Voyage *Australian Ports.*

W.B.=D.B. Tons; f Tons; u.E.S.B Tons; Cell D.B Tons; Tons; MT
FPT Tons; A.P.T Tons; MT Tons.

Last Survey, No. *51999* Port *London* *+100 A.I. B.S. 589*

(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 Reconstructions 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 summarized in the form shown below. Whenever replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if Society's Freeboard (if assigned) as painted on Ship and now verified *10 ft 3 1/2 ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Last Special Survey No. 2. (due 3/92)*

This vessel was placed in dry dock, the bottom examined, cleaned and coated.
The chain cables ranged out for inspection. The masts, spars and equipment overhauled.
The fore and after Peaks and chain locker examined & the spaces cleaned & painted.
The cellular double bottom compartments under the holdas tested with a pressure of water equal to the height of the light water line. The ceiling timbers being previously lifted and the top rung cleared.
The holdas and foreen Decks, Reserve Cross Bunker cleared & examined as required by Rules. *P.T.O.*

SUMMARY OF DAMAGE REPAIRS				Plates, Faired or Repaired: — Frames, ditto. — Plates, Renewed: — Frames, ditto. Other Repairs —			
PRESENT CONDITION OF THE							
Decks	<i>Good</i>	Transoms, Pinnacles & Gunwales	<i>Good</i>	Copper, or Y.M.	—	Hatches	<i>Good</i>
Waterways	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	(State if on felt.)	—	Boats	<i>"</i>
Coamings	<i>"</i>	Ditto ditto at other places	<i>"</i>	When put on, Month	<i>Good</i>	Masts, Yards, &c.	<i>from Exam.</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Keelsons	<i>"</i>	Rudder	<i>"</i>	Condition, how ascertained	<i>from Exam.</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Clamps, Shells & Stringers	<i>"</i>	Windlass & Capstan	<i>"</i>	Sails	<i>Good</i>
Plating	<i>"</i>	Settings	<i>"</i>	Pumps	<i>"</i>	Anchors No. of	<i>4 B, 1 S. 2 K</i>
Blanking	<i>"</i>	Ceiling	<i>"</i>	Engine Room Skylights	<i>"</i>	Cables, length	<i>300 size 2 7/8</i>
Transoms & Rivets	<i>"</i>	Cement on deck	<i>"</i>	Coal Bunker, Open'gs, Lids, &c.	<i>"</i>	(State if now ranged	<i>ranged.</i>
Breasthooks & Stemson	<i>"</i>	Tanks <i>tested</i>	<i>"</i>	Scuppers	<i>"</i>	Hawsers & Warps	<i>sufficient</i>
		(State if now tested.)		Cargo & Main Hatchways	<i>"</i>	Standing & Running Rigging	<i>Good.</i>
		Caulking of Bot'm, D'k, & Wat'rways	<i>"</i>				

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptxd91, &c."

This vessel appears to be in good condition, except floors in C.O's. under Boilers which have been temporarily repaired & which will receive further attention on her return. I beg to submit that she may retain her character without fresh record of Survey. & to have SP on not noted on completion of Survey.

Office Fee (if chargeable) per scale 11, Sec. 27 £ : Fees applied for, 18.
Survey Fee (per Section 28) £ : Received by me *E. J. O.*
Special Damage or Repair Fee (if any) (per Sec. 25) £ :
Travelling Expenses (if chargeable) £ :
Second Surveyor's Fee (if any) £ :
Surveyor to Lloyd's Register of British & Foreign Shipping.

*Is Certificate now required? *Deferred for completion*
Committed Minute *FRI 11 DEC 1891*
Character assigned

pk. No. 2
Lloyd's Register Foundation
LON 694-0439

52534. Jan.

To complete the Survey No. 2. The following parts require to be examined:-

1. The refrigerating chamber in after hold to be examined.
2. All the several compartments of the cellular D.B. to be cleared and examined inside.
3. The floors in the cellular Double Bottom under Boilers to be doubled also reverse bars Supporting tank top as arranged.
4. The cellular Double Bottom under Engines Boilers Cross Bunkers to test on completion of work inside.
5. The Cross Bunkers and side Bunkers within the E + B space to clear and examine.
6. The fore peak, after peak, & Deep Tank in after hold to test with 8 feet head of water.
7. The coalport frames in fore hold to examine.

Repairs:-

The promenade deck renewed with 3" x 4" pine. T. The various holds cleaned and painted. The ~~coal~~ ash shoots partly renewed. The floors & spaces in fore holds cleaned & coated also peaks. The floors under forward & after Boiler Rooms within the cellular D.B. together with the reverse bars to tank top &c have been found wasted, ^{the floors} are now being doubled with 3/8" plates and the reverse bars by 3" x 3 x 1/2 angles. The port after Boiler Room tank has 3/4 floors doubled & 18 angle bars fitted, & several more have yet to be dealt with. The Starb & fore forward Boiler Room Tank the floors have been temporarily repaired by working a 5" x 3 1/2" x 1/2 angle bar, above the man hole in the floors between longitudinal, the whole floor will be dealt with on vessel's return.

Edward J. Tierney
Surveyor



© 2019

Lloyd's Register
Foundation