

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

52534

(Received at London Office,

WED. 9 DEC 1891

No. *954* Date of Writing Report *9.12.91* 18 *91* Port of *London*
 No. in Reg. Book. *954* Survey held at *London* Date, first Survey *Oct. 26* Last Survey *Dec. 2* 1891
 on the Machinery of the *S.S. "Austral"* Master *J. Elder & Co.* No. of Visits *6*
 Tonnage { Gross *5524* Net *3214* Vessel built at *Glasgow* By whom *J. Elder & Co.* When *1881* Boilers, when made (Main) *1881* (Donkey)
 Registered Horse Power *1000* Engines made at *"* When *1881* Boilers, when made (Main) *1881* (Donkey)
 No. of Main Boilers *4* Owners *Oruist S. & Co* Port *Glasgow* Voyage
 Steam Pressure in Main Boilers *95 lbs.* Surveyed Afloat in Dry Dock *Silbury* Class of Vessel & Machinery *-1-100 A 1*
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 5.88 B.S. 5.89*

Last Survey No. *954* Port *London*

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 counts: exd. & found to be in good condition. Propellers dismounted: tail shaft drawn, examd: found in good condition, the stern bush renewed & propellers replaced. Main boilers examd: internally: & externally: & found in good condtn: Safety valves in good condtn: Which boilers exd: & found in good condtn: Safety Valves in good condtn:

To complete the survey the Safety Valves of Main & Which boilers have to be tested under steam.

General Observations, Opinion, and Recommendation:-- *The boilers being now in good & safe working condtn: renders the vessel eligible in my opinion to have the notification B.S. & a fresh plate recorded when the Safety Valves have been tested under steam*

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 3 : 0 : 0	<i>9/12/1891</i>
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable)	£ : :	<i>27.1.1891</i>

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

Committee's Minute *FRI 11 DEC 1891* *TUES. 19 APR 1892* *FRI 22 APR 1892* *FRI 29 JUL 1892*
 Assigned *Deferred* *FRI 9 DEC 1892*
 Lloyd's Register Foundation
 LON 694-0440

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

Insert Character of Ship and Machinery precisely as in the Register Book

It is reported that the
hull of the vessel was damaged
when the main and dunnage
hoiler safety valves have
been adjusted.

C. J. S.
10.12.91.



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