

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Dec 5th 1892* When handed in at Local Office *Dec 6th 1892* Port of *London* TUES. 6 DEC 1892
 No. in Reg. Book *984* on the *Wood, Iron & Steel* *S.S. "Australia"* Master *Luke*
 Date, First Survey *Nov 17th* Last Survey *Nov 28th 1892*

TONNAGE:— Built at *Glasgow* By whom *J. Eldon & Co* When *1881-12*
 GROSS *552 1/4* Owners *Print- Steam Nav Co* Port belonging to *Glasgow*
 UNDER DK. *53 1/5* Owners' Address
 NET *32 1/4* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *✓* Name of Dock *Lillbury* Destined Voyage *Australian Ports*

WB=DBa tons; f tons; uE&B tons; Cell DB tons; }
 FPT tons; APT tons; MT tons. }
 N.B.—All alterations in the existing records should be underlined.

Last Survey, No. *53945* Port *LON*

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).
+1MAI-6.92 *+LMC-5.88*
8.0.92 No 3-384 *BS-12.91*
8.0.92 No 1-88

(Periodical Surveys, when held, must be reported in detail and verbatim 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers 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 any. State also the dates and initials of any letters respecting this case.)

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part of S.S. No 2*

This vessel placed in dry dock & the bottom examined & found in good condition.—

It has been cleaned & painted.—

The following has been done with a view to completing the survey.—(See London Report No 52903. April 1892)

1) Pieces of lining cut out of the insulation on both sides of the ship in the refrigerating chamber in the after hold, & the stern of the ship & frames where exposed, examined & found in good condition.—

2) The cellular double bottom under the fore & after boiler rooms cleaned out & examined.— The top plates found to be thin under all four boilers; they have been partly doubled this time

SUMMARY OF DAMAGE REPAIRS:— Plates, Fair'd or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Decks <i>Good</i>	Copper, or Y.M. <i>✓</i>	Hatches <i>Good</i>
Waterways <i>"</i>	Members of Frame at the openings <i>"</i>	(State if on Felt.) <i>✓</i>	Boats <i>"</i>
Coamings <i>"</i>	ditto at other places <i>"</i>	When put on, Month <i>Good</i> Year <i>✓</i>	Masts, Yards, &c. <i>"</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Keelsons <i>"</i>	Rudder <i>Good</i>	Condition, how ascertained <i>from all</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Glasgow, Shells <i>Stringers</i> <i>"</i>	Windlass & Capstan <i>"</i>	Sails <i>paid to be good</i>
Plating <i>"</i>	Salting (State if examined.) <i>✓</i>	Pumps <i>"</i>	Equipment letter
Planing <i>"</i>	Ceiling <i>"</i>	Engine Room Skylights <i>"</i>	Anchors, No. of <i>4 B. 16. 2 1/2</i>
Transverse Rivets <i>"</i>	Cement as before (State which.) <i>Not tested</i>	Coal Bunker, Open'gs, Lids, &c. <i>"</i>	Cables (State if now ranged) <i>No</i>
Breasthooks & Stimson <i>"</i>	Tanks (State if now tested.) <i>"</i>	Scuppers <i>"</i>	" length <i>✓</i> size <i>✓</i>
	Caulking of Bot'm, D'k, & Wat'rw'ys <i>"</i>	Cargo & Main H'tow'ys <i>"</i>	" Rule length <i>✓</i> size <i>✓</i>
			Hawsers & Warps <i>Good</i>
			Standing & Running Rigging <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 ptnd91, &c."

This vessel as far as was seen is in good condition, eligible in my opinion to remain as classed, with fresh record of 12-92 in the Reg. Book—
S.S. No 2 to be recorded on completion of survey

Office Fee (if chargeable) per Scale IX., Sec. 27	2	Fees applied for, <i>6/2</i> 1892
Survey Fee (per Section 39)	7	Received by me, <i>14/12/1892</i>
Special Damage or Repair Fee (if any) (per Sec. 39.)	2	
Travelling Expenses (if chargeable)	2	
Second Surveyor's Fee (if any)	2	

*Is Certificate now required?

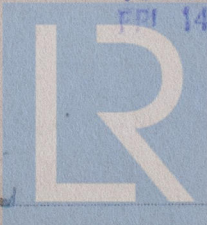
FRI 9 DEC 1892

Committee's Minute

Character assigned

Deferred for
+LMC 11,92 *Complete of No. 2*

Surveyor to Lloyd's Register of British & Foreign Shipping.



Lloyd's Register Foundation
 LON697-0408

If Report also sent on to Machinery of the Ship? If so, state whether, and when, one will be sent?

Form No. 2 for Repairs. Sub. L.R.P.H.—10,000.—0802.—Transfer Int. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

53906. Jan.

time, & will be finished on the vessel's return. —

3) The cellular double bottom under the engine cleaned out, examined, & found satisfactory. —

4) The bunkers cleared, & the lumber boards, & close ceiling in excess of the rules' requirements removed, & the bilges, & tank tops examined & found in good condition. —

5) The lumber boards, & close ceiling in excess of the rules' requirements removed in the fore hold, & the cement & iron work of bilges cleaned, examined, found satisfactory, then cement washed. —

6) The fore peak, after peak, & the deep tank examined inside & found satisfactory. —

The owner's representative states that he wishes the testing of the peaks, & the deep tank to be dispensed with if possible, the fore peak being without filling connections, & the after peak & deep tank never being in use as tanks. — With reference to the latter tank he states that it was allowed in the case of the D. S. Friend — for which please see the (London Regt. No 48885 Oct-1888) see also the attached correspondence. —

7) Examined the coaling port frames in the tween decks after they were cleaned, & found them satisfactory. —

To complete the survey, the tank tops under all four boilers are to be repaired, & all the tanks in the engine & boiler space should be tested as per rule. —

The owner's representative has been informed of this verbally

Maurice Wilson



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