

# REPORT of SURVEY for REPAIRS, &c.

to of writing Report *21<sup>st</sup> Sep 95* When handed in at Local Office *1895* Port of *London*  
No. in Survey held at *London* Date, First Survey *11<sup>th</sup> May* Last Survey *17<sup>th</sup> Sep 1895*  
(No. of Visits *29*)

Book *1030* on the *Wood, Iron or Steel* *S.S. "Austral"* Master *Jake*  
TONNAGE: Built at *Glasgow* By whom *J. Clark & Co* When *1891 - 12*  
GROSS *5524* Owners *Print S. R. Co. Lim* Port belonging to *Glasgow*  
UNDER DECK *5315* Owners' Address

NET *3214* (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat *or* in Dry Dock? Name of Dock *Silbury* Destined Voyage *Australia*  
CB = Cell D for DBa tons; uE&B tons; f tons; }  
FPT tons; APT tons; MT tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER. \* for Special Survey. Date of last Survey and of Periodical Surveys.  
Years Assigned now expired.  
Machinery and Boiler Surveys (including date of N.B., if any).

N.B.—All alterations in the existing records should be underlined.  
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, rudders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. *56121* Port *Lon*  
Periodical Surveys, when held, must be reported in detail and seriatim 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Repairs through decay; and in anticipation of S. Survey No. 3.*

*Now done on account of decay; The top of the W.B. tanks in each of the boiler rooms, and in the header space between the boilers, extending from side to side of tank cut out and renewed with 3/8" steel plates, all floor plates under the boilers on each side made good by fitting doubling plates 7/16" thick to each floor, the transverse longitudinal tank girders on each side in this range doubled with 8/16" steel plates efficiently connected to the floors, all the reverse bars renewed from fore bulkhead of fore boiler room to after bulkhead of after boiler room (say 30 feet in length), the top angle bars of longitudinal girders renewed for the same length, also the bottom bars of midline over*

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:—
Renewed ...							
Faired or Repaired ...							

  

PRESENT CONDITION OF THE	Timbers of Frames at the openings	Rudder	Hatches
Decks <i>Good</i>	<i>Good</i>	<i>Rep'd</i>	<i>Good</i>
Waterways <i>Good</i>	at other places <i>Good</i>		
Coamings <i>Good</i>	Keelsons <i>Good</i>	Windlass & Capstan <i>Good</i>	Boats <i>Good</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Clamps, Shelves & Stringers <i>Good</i>	Pumps <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Salting (State if examined.) <i>Good</i>	Sluice Valves <i>Good</i>	Condition, how ascertained <i>Exam'd</i>
Plating <i>Good</i>	Ceiling <i>Good</i>	Watertight Doors <i>Good</i>	(State if wedges removed <i>Yes</i> )
Bleeding <i>Good</i>	Cement on Deck (State which.) <i>Good</i>	Dblg. Plates under Sounding Pipes <i>Good</i>	Sails <i>Good</i>
Transoms or Rivets <i>Good</i>	Tanks <i>Stated under Boiler</i>	Engine Room Skylights <i>Good</i>	Equipment letter <i>at</i>
Breasthooks & Stimson <i>Good</i>	Caulking of Bot'm, D'k, & Wat'rw'ys <i>Good</i>	Coal Bunker, Open'gs, Lids, &c. <i>Good</i>	Anchors, No. of <i>4 B. 1 S. 2 K</i>
Transoms, Pointers, & Crutches <i>Good</i>	Copper, or V.M. (State if on Post.) <i>Good</i>	Scuppers <i>Good</i>	Cables (State if now ranged) <i>Yes</i>
	When put on, Month <i>Jan</i>	Cargo & Main H'toh'w'ys <i>Good</i>	" length <i>372</i> size <i>2 5/16</i>
			" Rule length <i>270</i> size <i>2 5/16</i>
			Hawsers & Warps <i>Good</i>
			Standing & Running Rigging <i>Good</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 is now in good and efficient condition, and eligible to remain as Classed with record 9.95.*

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,	18
Survey Fee (per Section 25)	£	Received by me,	18
Special Damage or Repair Fee (if any) (per Sec. 25.)	£		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute  
Character assigned  
TUES. 1 OCT 1895  
FRI. JAN 31 1896  
TUES. JUN 2 1896  
FRI. 9 OCT 1896  
Lloyd's Register Foundation  
LON706-0388 1/2

S. S. "Austral"

Kielson; all the boiler beams renewed with  $\frac{3}{4}$ " plates & double bars fitted top and bottom, the lower part of the bulkheads at the fore, and after end of boiler space renewed.

In anticipation of S. Survey No 3 the following now done, the cement in the double bottom in way of boiler rooms & reserve bunker examined and found good, the internal parts of these tanks cleaned and recoated, and tested by water pressure, the top of these tanks recoated, and in way of the boilers covered with a thick layer of cement; the ceiling removed in all the coal bunkers, cement examined, and the surface of the plating, frames, stringers &c in the bunkers chipped, cleaned and recoated; all ceiling removed in fore peak and No. 1 hold, and the surface of the plating, frames, stringers &c in those parts cleaned and recoated, and ceiling refitted. The rudder unshipped, the back of rudder frame rewelded, the pintles and plating of the rudder renewed, and the rudder and steering gear refitted, bottom examined cleaned and recoated; The masts & rigging overhauled, <sup>welders removed</sup> and the derrickmast removed, repaired and refitted, chains ranged and equipment exam<sup>d</sup>, also cement, floors &c in way of chain locker.

To complete the survey, the following required to be done in; The water ballast tanks before the fore end of boiler space, and abaft the after end of boiler space examined internally, and tested, the holds from after part of boilers to stern, and from fore part of boilers to the after bulkhead of No. 1 hold examined, and the pumps and sluices overhauled.

Tru<sup>ly</sup> yours,

Arthur Cooper