

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29th May 1896 When handed in at Local Office

Port of London

No. in Survey held at London

Date, First Survey 28th April Last Survey 22nd May 1896

Reg. Book.

(No. of Visits)

Master Spalding

YEAR. MONTH.

TONNAGE:-

Built at Glasgow.

By whom R. Napier & Sons.

When 1884 4

GROSS 3662

Owners G. Thompson & Co.

Port belonging to Aberdeen.

UNDER DE 2516

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat & in Dry Dock?

Name of Dock R. Albert Dry Dock. Destined Voyage Australian Pb.

WB=CellDBorDBa

tons; u&B

tons; f

tons; }

FPT

tons; APT

tons; MT

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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, girders, and of the inner bottom plating, especially in the boiler space.

N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 57719 Port London

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER, &c. for Special Survey.	Years Assigned (if any).	Machinery and Boiler Surveys (including date of N.B., if any).
+100A-1.		+LMC 6.92
Shard 12 95.		
S.S. Lon. 2-2-92		1357.95
Society's Freeboard (if assigned) as painted on Ship and now verified		8 ft. 5 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey No. 3.

Vessel placed in dry dock bottom examined cleaned and painted.

Rudder lifted and pintles rebushed.

The iron work in the tween decks all fore & aft scaled examined and repainted.

The insulation in No. 2 hold cut out in places and the iron work examined; the timber hatches lifted and cement and iron-work examined. (This hold was insulated in Dec. 92 and the iron work scaled examined and painted at that time. See London Report No. 53940).

No. 3 Hold:- The iron work above close ceiling scaled examined and recoated.

No. 4 and 5 Holds:- all ceiling removed, the iron work above and below close ceiling scaled examined and recoated, cement examined and renewed in places & ceiling relaid & part renewed.

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...

Paired or Repaired ...

Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:-

P.T.O.

CONDITION OF THE

Good

Timber of Frame at the openings...

ditto at other places...

Keelsons

Stringers, Champs & Sticks

Salting

(State if examined.)

Ceiling

Cement or Plaster

(State which.)

Tanks

(State if now tested.)

Caulking of Bot'm, D'k, & Wat'rw'ys

Copper, or Y.M.

(State if on Felt.)

Crutches

When put on, Month Year

Rudder

Windlass & Capstan

Pumps

Sluice Valves

Watertight Doors

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunker, Open'gs, Lids, &c.

Scuppers

Cargo & Main H'tch'w'ys

Hatches

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length size

Rule length size

Hawsers & Warps

Standing & Running Rigging

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

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 the survey, 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, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is eligible in my opinion to remain as classed, without record of survey, for the present voyage.

(Chargeable) per Scale IX., Sec. 27

Fees applied for,

Survey Fee (per Section 25)

18.

Special Damage or Repair Fee (if any)

Received by me,

Travelling Expenses (if chargeable)

18.

Second Surveyor's Fee (if any)

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

Committee's Minute

Character assigned

TUES 3 NOV 1896

FRI. 26 FEB 1897

TUES. 11 JAN 1893

Lloyd's Register

FRI. MAR

101222

SAT, MAY 30 1896

Port of

Continuation of Report No.

dated

on the

Iron S. S. "Australasian"

all ceiling removed in tween deck, side, and after cross bunker; all iron work in these parts scaled examined and recoated; the water ballast tanks in way of side and cross bunkers examined under water pressure, tank top recoated with tar and cement and ceiling relaid.

The fore and after peaks scaled examined and recoated.

Pumps, sluices and water tight doors exam^d.

The top of water ballast tank under boilers found somewhat wasted. Arrangements are being made to renew this plating on the vessels return from her present voyage which in my opinion will be satisfactory.

To complete S. S. h^o 3 the following remains to be done.
h^o 3 Hold (Reserve Bunker) below close ceiling
Sides of vessel in engine and boiler spaces to be cleaned and examined.

Tank top under boilers to be renewed and tank under E and B examined under pressure.
Decks and fastenings to be examined.

After peak tank to be tested.

Steam Steering Engine to be examined.

Plating in way of sidelights to be examined in way of cabins in way of after tween decks.

Freeboard to be verified.

It is proposed to complete the survey on the vessels return from her present voyage.

E. B. Champness.

There being no appreciable diminution in the thickness of the various parts it was not necessary in my opinion to drill the plating.

E. B. C.