

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

Date of writing Report *Jan 20* 18*97*. When handed in at Local Office 18 *Jan 20* 1897. (Received at London Office)
 No. in Reg. Book. Survey held at *London*. Date, First Survey *Jan 19*. Last Survey *Jan 20* 1897.
 1045 on the Machinery of the *Wood, Iron or Steel* *S.S. Austral*. Master *Anderson*.
 Tonnage { Gross *5524* Net *3214* Vessel built at *Glasgow*. By whom *J. Elder & Co.* When *1881* Boilers, when made (Main) *1881* (Donkey) *1895*.
 Registered Horse Power *1004* Engines made at *Do.* Owners *Orient Steam Nav. Co. Ltd.* Port *Glasgow*. Voyage *Australia*.
 No. of Main Boilers *4* No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Silbury Dock*.
 Steam Pressure— in Main Boilers *95 lbs.* in Donkey Boilers *95 lbs.* (State name of Dock.)

Last Survey No. *1895* Port *London*
 Particulars of Examination and Repairs (if any) *B.S.*

(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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

*Examined Main Boilers internally & externally and Safety valves, all found to be in good condition.
 Safety valves adjusted under steam as above.*

General Observations, Opinion, and Recommendation: *This vessel's Boilers are now in good condition in our opinion the vessel is eligible for the record B.S. 197.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *3 : 0 : 0*
 Special Damage Fee (per Section 28) *LESS 10* £ : 6 : 0
 Travelling Expenses (if chargeable) £ *2 : 14 : 0*

Fees applied for

21.1.1897

Received by me,

21.3.1897

SAH.

*State if Certificate is required

Committee's Minute

Assigned

TUES 26 JAN 1897

B.S. 197

M. Salmon

R. Elliott

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



© 2019

Lloyd's Register Foundation

LON711-0366

It is submitted that
this vessel is eligible for
THE RECORD 13. 1. 97.

J.S.
21. 1. 97

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation