

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

FRI. 14 MAY 1897

Date of writing Report May 13 1897 When handed in at Local Office 18 Port of London
No. in Reg. Book. 1045 Survey held at London Date, First Survey and Last Survey May 13 1897
on the Machinery of the Wood, Iron or Steel S.S. Austral (No. of Visits) Master Anderson
Tonnage { Gross 3524 Net 3214 Vessel built at Glasgow By whom Elders When 1881 YEAR. MONTH. 12
Registered Horse Power 1004 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey) 1895
No. of Main Boilers 4 Owners Orient Steam Nav. Co. Ltd Port Glasgow Voyage Australia
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Silbury Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure—95 lbs in Main Boilers
in Donkey Boilers 95 lbs

Last Survey No. Port
Particulars of Examination and Repairs (if any) Donkey
(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? No
Do. " Donkey " " " No
If this was not done, state for what reasons? Survey not due
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? No
If the Survey is not complete state what arrangements have been made for its completion? Completed

Examined propeller, stern bush, & sea connections fastenings, all in good condition. Screw shaft with down 1/16" full.

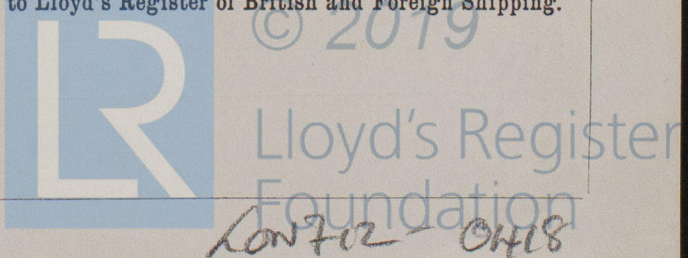
General Observations, Opinion, and Recommendation: This vessel's Machinery is now as
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 110 lb., E.D., &c.)
for as seen in good condition & in my opinion the vessel is eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee (per Section 28) £ : : 18
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, 18

*State if Certificate is required
Committee's Minute as now
Assigned as now

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

MAY 25 1897



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.

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

LS

24/5/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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