

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

(Received at London Office THUR, 19 MAY 1898)

Date of writing Report May 15th 1898 When handed in at Local Office London is Port of London

No. in Reg. Book 1066 Survey held at London Date, First Survey and Last Survey May 15th 1898

1066 on the Machinery of the Wood, Iron or Steel S.S. "Austral" (No. of Visits one) Master Anderson

Tonnage { Gross 5524 Net 3214 Vessel built at Glasgow By whom J. Elders & Co YEAR. MONTH. 1881 12

Registered Horse Power 1004 Engines made at do When 1881 Boilers, when made (Main) 1881 (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 Jilbury Dry Dock (State name of Dock.)

Steam Pressure in Main Boilers 96lb in Donkey Boilers 95lb

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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>I 100 A-1-2-98.</u>		<u>H.L.M.C.</u>
<u>S.S. Lon No. 3. 1096.</u>		<u>B.S. 2-98.</u>

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Donkey.

(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 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? No At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted? ✓

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 18" bare

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.

Examined propeller, stern bush, & sea connections fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation: This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

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

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

State if Certificate is required _____

Committee's Minute TUES. 7 JUN 1898

Assigned as now



Has a Survey, also been held on Ship? If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to

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

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.

S.L.
6.6.98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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