

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

(Received at London Office

MUN 19 SEP 1898

Date of writing Report 16 Sept 1898 When handed in at Local Office

is Port of London

No. in Reg. Book 1130 Survey held at Silbury on the Machinery of the Wood, Iron or Steel

Date, First Survey S. S. Austral Last Survey 13 Sept 1898

Tonnage { Gross 5524 Net 3214 Registered Horse Power 1004 No. of Main Boilers 4 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 95 lb in Donkey Boilers 95 lb

Vessel built at Glasgow

By whom J Elder & Co

When 1881 Boilers, when made (Main) 1881 (Donkey) 1895

Engines made at Glasgow

When 1881 Boilers, when made (Main) 1881 (Donkey) 1895

Owners Priest & Co Ltd

Port Glasgow

Voyage Australia

Surveyed at Silbury in Dry Dock (State name of Dock.)

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 how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100.A1-5.98		2 Dec 1.96
SS for 203-10.96		38 2.98
		NAB 95

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(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? Not open for survey

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 To what pressure were they afterwards adjusted under steam? Not adjusted

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

Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? Yes

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? All Bushes relined

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

Vessel placed in dry dock. Propeller shaft drawn examined & found satisfactory. Propeller, and all sea connections fastenings satisfactory. Tutu and inner stern bushes relined. Tip of the propeller blade bent about 3" out of square and edge of blade dressed.

General Observations, Opinion, and Recommendation: The machinery of this vessel

(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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition and eligible, in my opinion, 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

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

State if Certificate is required

Committee's Minute

FRI, 23 SEP 1898

Assigned As now



LON716-0342

Lloyd's Register of British and Foreign Shipping

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

*Certificate to be sent to

Screw shaft examined stern tube

re-lined

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**.

HS
2/19/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation