

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

(Received at London Office)

WED. 22 FEB 1899

Date of writing Report *Feb. 2nd 1899* When handed in at Local Office *is* *Port of London*
 No. in Reg. Book. *1130.* Survey held at *London* Date, First Survey *Feb. 2nd 1899* Last Survey *Feb. 15th 1899*
 on the Machinery of the *Wood, Iron or Steel* *S.S. Austral* Master *Anderson*
 Tonnage { Gross *5524* Net *3214* Vessel built at *GLS.* By whom *J. Elder & Co.* When *1881* Boilers, when made (Main) *1881* (Donkey) *1895*
 Registered Horse Power *1004* Engines made at *GLS.* Owners *Orient S.N. Co. Limited.* Port *GLS.* Voyage *Australia.*
 No. of Main Boilers *4* If Surveyed Afloat or in Dry Dock *Silbury Dry Dock*
 No. of Donkey Boilers *1* Steam Pressure in Main Boilers *95th* in Donkey Boilers *95th*

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

CHARACTER of Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A.1.9.98.</i>		<i>4 L.M.C. 1.96.</i>
<i>SLON 9th 10.96.</i>		<i>B.S. 2.98.</i>

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *SS. Damage*

(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?

To 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 under steam?

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vite of stern bush and top of after bearing of screw shaft?

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

Examined Main & Donkey Boilers internally & externally & Safety valves, all in good condition. Safety valves adjusted under steam as above.
Examined propeller, stern bush, & fastenings. On account of damage one blade of propeller renewed & three blades reset, propeller boss fixed up & lathed, & 8 new studs & 10 new nuts fitted.

General Observations, Opinion, and Recommendation: *This vessel's Boilers & Engines 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, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

far as seen are now in good condition & in my opinion the vessel is eligible for the record B.S. 2.99.

Office or Registration Fee (per Sec. 27) *£* *2 2 0*
 Survey Fee per Section 28) *£* *3 0 0*
 Special Damage Fee (per Section 28) *£* *2 2 0*
 Travelling Expenses (if chargeable) *£* *1 18 0*

Fees applied for
22/2 18 99
 Received by me,
8/3 18 99
Satt 8

State if Certificate is required

Committee's Minute

Assigned *AS 2.99*

FRI. 24 FEB 1899

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



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Main and donkey boilers examined

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.

Scruer shaft examined

Propeller repaired

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 2.99.

Vessel name to be removed
from Special Reasons
List, & propeller.

A.C.H.

22.2.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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