

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report *March 12 1942* When handed in at Local Office *March 14 1942* Port of *New York*
 No. in Reg. Book. *19794* Survey held at *Morris Harbor N.Y.* Date, First Survey *Feb 20 1942* Last Survey *March 8 1942*
 (No. of Visits *2*)

19794 on the Wood, Iron or Steel *S.S. "AUST"*
 TONNAGE:— Built at *Stockton* By whom *Repairs S.B. & Co. Ltd.* When *1920* MONTH *6*
 GROSS *5630* Owners *Norwegian Shipping & Trade Mission* Owners' Address *Oslo, Norway*
 UNDER DECK *3298* Managers *Reptone Shipping Co. Ltd.* (if not already recorded in Appendix to Register Book)
 NET *3460* Port belonging to *Tasmania*

Surveyed Afloat or in Dry Dock? *Drydock* Name of Dock *Bethlehem* Destined Voyage
 Cell/D Bord/Ba feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 100100. Port *N.W.C.*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? if so, by whom? *Cable*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition and repairs to damage stated sustained through heavy weather while on a voyage from U.K. to U.S.A. Feb 1942.*

Now Done! Vessel placed on drydock, bottom & midde cleaned Examined found several leaky rivets in shell plating. shell plates aft leading in way of electric welding. The connection of Base plating to stern frame cracking freely, scattered leaky rivets in fore part shell. The following repairs were carried out! Double Bottom tanks No. 2 and 3 were hydrostatically tested & repairs made to leaky rivets & seams where necessary.

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|--------------------------------------|
| Renewed | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | <i>scattered rivets & seams</i> |
| Removed and Faired or Repaired | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | <i>Carried & welded as found</i> |
| Faired or Repaired in place | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | <i>necessary</i> |

| PRESENT CONDITION OF THE | Bulkheads | Engine Room Skylights | Copper, or Y.M. |
|--|--|-------------------------------------|--------------------------------|
| Decks | <i>Good</i> | <i>Good</i> | (State if on Felt.) |
| Caulking of Decks | <i>Good</i> | Coal Bunkers, Openings, Covers, &c. | When fitted, Month Year |
| Coamings | <i>Good</i> | Oil Bunkers | |
| Beams & Fastenings | <i>Good</i> | Scuppers | Boats |
| Outside Plating | <i>Good</i> | Cargo Hatchways | Masts, Yards, &c. |
| " " in way of sidelights | <i>Good</i> | Hatches | Condition, how ascertained |
| Frames | <i>Good</i> | Planking | (State if wedges removed) |
| Reverse Frames | <i>Good</i> | Caulking | Equipment letter |
| Longitudinals | <i>Good</i> | Treenails | Anchors, No. of |
| Transverses | <i>Good</i> | Breasthooks & Stemson | Cables (State if now ranged) |
| Floors | <i>Good</i> | Transoms, Pointers & Crutches | " length (on board) head diam. |
| Keelsons | <i>Good</i> | Timbers of Frame at openings | " Rule length size |
| Stringers | <i>Good</i> | " " at other places | Chain Locker |
| Inner Bottom Plating | <i>Good</i> | Stringers, Clamps & Shelves | Hawsers & Warps |
| Have the Tanks been examined internally? | <i>Good</i> | Salting | Standing and Running Rigging |
| Have the Tanks been tested? | <i>Good</i> | (State if examined.) | Sails |
| | Have pumps been examined and found efficient? | | |
| | Have Sluice Valves been examined and found efficient? | | |
| | Have Watertight Doors been examined and found efficient? | | |
| | Have Ventilators and their Coamings been examined and found efficient? | | |
| | Air and Sounding Pipes | | |
| | Doubling Plates under Sounding Pipes | | |

General Observations, Opinion as to Class; Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel is eligible, in my opinion, to remain as now classed with fresh record of survey 3-42.

| | | | |
|---------------------------------------|------------|------------------|--------------------|
| Survey Fee (per Section 20) | <i>8/5</i> | Fees applied for | <i>Mar 27 1942</i> |
| Special Damage or Repair Fee (if any) | | Received by me, | <i>J. Campbell</i> |
| Travelling Expenses (if chargeable) | | | <i>M. Morrice</i> |
| Second Surveyor's Fee (if any) | | | |

Committee's Minute *NEW YORK MAR 25 1942*
 Character Assigned *101A1*
Shelter dk. with freeboard (Deferred)

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation
 W148-01330(12)

Continuation of repairs to "AUST"

The after end seams of base plating in way of stem frame were repaired by chipping edges, caulking & electrically welding same. Scattered rivets in after peak shell plating port & starboard sides, also the lap edges of shell plating 2nd 3rd & 4th below sheer port & starboard sides, forward end of after peak, were chipped, caulked & electrically welded.

Repairs were made to fore peak flat. Following repairs the tank in way of above repairs, were examined under hydrostatic pressure & found satisfactory.

Two pins in clutch lever of windlass, port side, were renewed.

Chain Cable:-

A fifteen fathom shot of 2 1/4" Stud link chain cable was placed on board & to remainder of port cable. The particulars are on back of Page 1.

S.R.K. With reference to supplying 45 fathoms of chain cable first opportunity; also (Bower anchor & 45 fathoms cable to supply) as follows. From report N° 5430 Newport news:- a bower anchor and 105 fathoms of chain cable were lost in the Hoogly River June 8th.

At Newport news. Oct 1942 "one bower anchor & 75 fathoms of chain cable placed on board and at

New York Feb 27-1942 - 15 fathoms of chain cable was placed on board, making a total of 90 fathoms according to Newport news Rpt the vessel is short 15 fathoms of cable.

On account of the present emergency it was not convenient to range all cables.

The owners representative stated that full equipment was on board. In view of these facts we would recommend "that the chain cables be ranged & examined at the first opportunity.

J.C. A.M.C.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

| Number of Certificate. | Anchors.* | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST PER CERTIFICATE. | | | WEIGHT REQUIRED BY RULE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|--------------------|--------------------|------|------|------------------|------|------|-----------------------|-------|------|--------------------------|-------|------|------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | |
| | 1st Bower ... | | | | | | | | | | | | | | | |
| | 2nd " | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | |
| | Collective Weight. | | | | | | | | | | | | | | | |
| | Steam | | | | | | | | | | | | | | | |
| | Kedge | | | | | | | | | | | | | | | |

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | Length and size per rule. | | Description. | Makers of Cables. | When and where tested and Superintendent. |
|-------------------------------------|---------------------------|-------|-----------------------|-----------|------------------------|-----------|---------------------------|-------|--------------|-------------------|---|
| | Length. | Diam. | Statu-tory. | Breaking. | Supplied. | Per Rule. | Length. | Diam. | | | |
| 1210 | 15 | 2 1/4 | 257920 | 403100 | 44480 | 40200 | ✓ | ✓ | Stud link | N.M.S.G. Sharnka | 9.27.41 - Sharnka A.T.G. |
| Iron Steam Chain (or Steel Wire...) | | | | | | | | | | | |

Note regarding Chain cables contained on Page 2.