

Inspected by Chief Surveyor 26. 8. 01

Received from Chief Surveyor .....

VESSEL'S NAME S.S. "Austria" Report Tri No. 652

The remarks of the Chief Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report 24/5/92.)

CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	✓	✓
Spar Sheerstrake . .	✓	✓
Description of Framing:— <i>Ordinary, increased in account of wider spacing.</i> (viz., ordinary, deep, zed, channel or bulb-angle).		

This vessel appears to have been built in accordance with the Rules and approved plans.

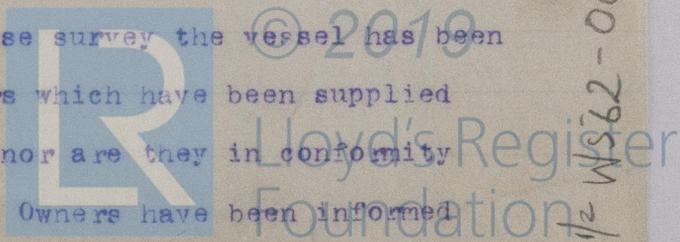
The Surveyors report that the double bottom in Nos. 2 and 3 holds has been divided longitudinally with an oil tight division, and the tanks in these spaces have been specially built in accordance with instructions received from this Office, with a view of carrying oil fuel at some future period, should it be considered advisable to arrange for the boilers to burn such fuel.

The Builders proposed in August 1900 to supply the following bower anchors for this vessel, viz;—

- 1 stockless anchor..... 70 1/4 cwts.
- 1 " " ..... 70 1/4 "
- 1 Admiralty anchor including stock.. 67 1/2 "
- Collective weight. 208 cwts.

This proposal was approved by the Committee.

The Trieste Surveyors, under whose survey the vessel has been built, now state that the bower anchors which have been supplied are not in accordance with the above, nor are they in conformity with the requirements of Table 22. The Owners have been informed



of this and have decided to reject the anchors, but as new anchors cannot be made in time for the first voyage, they intend to keep the anchors, which have been supplied, on board the vessel for the voyage to Bombay and back, when they will be exchanged for the new anchors, which will be made specially to comply with the Society's Rules.

The Owners, however, desire to be furnished with a provisional Certificate of Classification.

It is submitted that the vessel is eligible to be classed \* 100A- (steel), and a provisional certificate should be issued accordingly.

† 100A - ("Steel")

~~3 Str (Sec - 0/15)~~ ~~45" C. & P.~~ ~~1/101~~ 3 Str (Sec).  
M. B = Cell DB a 165' in E 20' f 193' 1464 6 FPT 80 6 APT 35 6.  
FK 7BH Cam. P 55' B 97' F 53'.

C. X. P.  
13/9/01

C. X. P.  
27/8/01

The Surveyors attention should be directed to the testing of the chain cables. He should be requested to state whether the cables and stream chain have been tested at machines recognised by the Committee, and whether they have been subjected to the breaking tests in accordance with the requirements of Table 22, and if so he should state in tons the tests which have been made.

C. X. P.



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