

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 5/11/1928 When handed in at Local Office 6/11/1928 Port of Göteborg  
 No. in Survey held at Göteborg Date, First Survey 7<sup>th</sup> Sept. Last Survey 27<sup>th</sup> Oct. 1928.  
 Reg. Book. 64891 on the Wood, Iron or Steel S.S. "AUSTRALIC" (No. of Visits 21)

TONNAGE:— Built at Newcastle By whom Hawthorn, Leslie & Co. When 1907 MONTH. 9  
 GROSS 4010 Owners Rederiaktiebolaget Transatlantic Owners' Address  
 UNDER DECK 3761 Managers (G. Carlsson) (if not already recorded in Appendix to Register Book).  
 NET 2530 Port belonging to Göteborg

Surveyed Afloat and in Dry Dock? Both Name of Dock A/B. Lindholmen-Motala Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3170 Port Oslo

(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 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 Yes, but not required Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft. 7 ins.

Was a damage report made by anyone else? If so, by whom? None made.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and alterations.

Damage stated to have been sustained at entrance to A/B. Lindholmen-Motala dry dock on the 9<sup>th</sup> October 1928.

Now done:— Vessel placed in dry dock bottom and rudder cleaned examined and recoated.

The following damage repairs were effected:—

Shell plating (port side). F. 3 removed fairied and replaced.

F. 4 and G. 4 fairied in place.

The following internal repairs were effected:— 2 frames fairied in place.

Alterations:— Two tanks for the carriage of palm oil fitted in way of No. 2 hold.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								
Removed and Fairied or Repaired ... ..	1							
Fairied or Repaired in place ... ..	2	2						

## PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>No.</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Copper or Y.M. of Wood Vessels <u>Good</u>
Caulking of Decks <u>Good</u>	State if Tanks now tested <u>No.</u>	Engine Room Skylights <u>Good</u>	(State if on Boat)
Coamings <u>Good</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>Good</u>	When put on, Month <u>Year</u>
Beams & Fastenings <u>Good</u>	Ceiling <u>Good</u>	Souppers <u>Good</u>	Boats <u>Good</u>
Outside Plating <u>Good</u>	Cement or Asphalt <u>Good</u>	Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Breasthooks <u>Good</u>	(State which.) <u>Good</u>	Hatches <u>Good</u>	Condition, how ascertained <u>from deck</u>
Transoms <u>Good</u>	Rudder <u>Good</u>	Panking of Wood Vessels <u>Good</u>	(State if wedges removed) <u>Good</u>
Frames <u>Good</u>	Steering gear and its connections <u>Good</u>	Caulking ditto <u>Good</u>	Sails <u>Good</u>
Reverse Frames <u>Good</u>	Windlass <u>Good</u>	Treenails ditto <u>Good</u>	Equipment letter <u>Good</u>
Longitudinals <u>Good</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>Good</u>	Anchors, No. of <u>3.1.1</u>
Transverses <u>Good</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>Good</u>	Cables (State if now ranged) <u>Good</u>
Floors <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>Good</u>	" length (on board) <u>Good</u>
Keelsons <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Ditto ditto at other places ditto <u>Good</u>	" Rule length <u>Good</u>
Stringers <u>Good</u>		Stringers, Clamps & Shelves ditto <u>Good</u>	Hawser & Warps <u>Good</u>
Inner Bottom Plating <u>Good</u>		Salting (State if examined.) <u>Good</u>	Standing and Running Rigging <u>Good</u>

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good and efficient condition and eligible in my opinion to remain as now classed with fresh record of survey GOT. 10.28, and to have the notation "Carrying vegetable oil in Deep tanks."

Survey Fee (per Section 29) Nkr. 55.00

Special Damage or Repair Fee (if any) Nkr. 30.00

Travelling Expenses (if chargeable) Nkr. 240.00

Second Surveyor's Fee (if any) 2

Committee's Minute 100 Rs

Character Assigned 100 Rs

TUE. 27 NOV 1928

Shelter dk with fbd  
 carrying vegetable oil in No 2 hold

Fees applied for,

6/11/1928

Received by me,

12.12.28

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation



A new O.T. bulkhead has been fitted on frame 114, also new recessed O.T. bulkheads on 131-138 frames dividing the two tanks.

Scanthings all as per approved plan dated 31.8.1928, copy of which has been retained in the London office.

Oil tanks tested to rule requirements on completion of alterations and found satisfactory.

Guides fitted under shelter deck between hatch side and ship's side and extending for  $\frac{1}{2}$  length. Approved plan forwarded herewith.

pumping arrangements as per approved plans, copy of which is in the London Office.

Copy of interim certificate forwarded herewith.

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## ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

RE.—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 to cause it to show through to the other side.

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