

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 ny. 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 Repus S.S. Co. Ltd. When 1920 MONTH 6
 GROSS 5630
 UNDER DECK 5298 Owners Norwegian Shipping Trade Mission Owners' Address Oslo
 NET 3460 Managers Reptun Shipping Co Port belonging to Norway

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

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. + 100 A, 1 Sh. A, 1-42
 Machinery and Boiler Surveys (including date of N.B., if any). + 1, M, C, (M) 1937
SS. Shl n° 3, 6-33, C.H. 12-40, 41
SS. Shl n° 1-37, B/S 1-42, EXD. 1-42
MS 9.37

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 ✓
 Society's Freeboard (if assigned) as painted on Ship and now verified 45 ins.

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 & rudder 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 panel cracked freely, scattered leaky rivets in fore part shell.
The following repairs were carried out!
Double Bottom tanks n° 2 and 5 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	✓	✓	✓	✓	✓	✓	✓	faired rivets & seam
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	careful or welded as found
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	necessary

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Fest.)
Caulking of Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	When fitted, Month Year
Coamings <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Boats
Beams & Fastenings <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Masts, Yards, &c.
Outside Plating <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Condition, how ascertained
Frames <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	(State if wedges removed)
Reverse Frames <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Equipment letter
Longitudinals <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Anchors, No. of
Transverses <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Cables (State if now ranged)
Floors <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	length (on board) head diam.
Keelsons <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Rule length 27' 0" size 2 3/16
Stringers <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Chain Locker
Inner Bottom Plating <u>above</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Hawsers & Warps <u>Good</u>
Have the Tanks been examined internally? <u>✓</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been tested? <u>✓</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Sails <u>none</u>

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 29) 8.50
 Special Damage or Repair Fee (if any) 8.50
 Travelling Expenses (if chargeable) 10
 Second Surveyor's Fee (if any) 10
 Fees applied for Mar. 27 1942
 Received by me, J. Campbell
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAR 25 1942
 Character Assigned LOSAI
Shelter dk. with freeboard (Deferred)
 Lloyd's Register Foundation
 148-0133(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 tanks 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 remain under of port cable. The particulars are on back of page 1.

S.P.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 July 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. Amc.

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.			
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
<i>1210</i>	<i>15</i>	<i>2 1/4</i>	<i>257920 lb</i>	<i>403120 lb</i>	<i>4448 lb</i>	<i>4020 lb</i>	<i>✓</i>	<i>✓</i>	<i>Stud link</i>	<i>N.M.S.G. Storme</i>	<i>9.27.41 - Shamoa Pa A.T.C.</i>
Iron Steam Chain or Steel Wire...											

Note regarding Chain cables contained on Page 2.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.