

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

(Received at London Office)

-8 MAY 1942

Date of writing Report March 12 1942 When handed in at Local Office March 14 1942 Port of New York
 No. in Survey held at Regester Harbor ref. and Brooklyn, N.Y. Date, First Survey Feb 20 1942 Last Survey March 8 1942
 Reg. Book 19794 on the Machinery of the Wood, Iron or Steel S.S. "AUST" (No. of Visits 3)
 Tonnage { Gross 5630 Vessel built at Stockton By whom Kapner & Sons, C. Ltd. Year. Month. 1920-6
 { Net 3460 Engines made at Stockton By whom Blair & Co. Ltd. When 1920
 Nominal Horse Power 475 Boilers, when made (Main) 1920 (Donkey) ✓
 No. of Main Boilers 3 Owners R/S TMS Caroline Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Andersgaard & Sonner Port Fessenden Voyage
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Drydock
 in Donkey Boilers 180 lbs (State name of Dock.) Bethlehem Steel Co.

Last Report No. Port Particulars of Examination and Repairs (if any) Condition

(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.)

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 why they were declined ✓

Was a damage report made by anyone else? If so, by whom? ✓Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓" " Donkey " " ✓If this was not done, state for what reasons? not presentedAnd 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? ✓State latest date of internal examination of each boiler ✓Present condition of funnel(s) GoodDid 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? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? ✓and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? ✓and of the Donkey Boilers? ✓Has screw shaft now been drawn and examined? noIs it fitted with continuous liner? ✓Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓Has shaft now been changed? ✓ If so, state reasons ✓Has the shaft now fitted been previously used? ✓Has it a continuous liner? ✓Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓State date of examination of Screw Shaft ✓State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

How Done: Vessel placed on drydock, propeller and outer sea fastenings examined & found or now placed in satisfactory condition. The main Condenser was opened for examination & tubes were leaking at fernules due to defective packing. The condenser was re-packed & tested & proven tight and under working conditions found satisfactory. Spare propeller now placed on board at wallend on Lyne as stated by owners representative.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is
 (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. 9,11, B.E.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
is in good order, and eligible, in my opinion, to remain as
not classed without fresh records.

Survey Fee (per Section 29) £ 25
 Special Damage or Repair Fee (if any) £
 (per Section 29.)
 Travelling expenses (if chargeable) £ 10

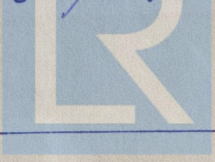
Fees applied for
Mar 27 1942
 Received by me,
19

Committee's Minute

Assigned Deerney

NEW YORK MAR 25 1942

James Campbell
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

WIT 0130

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

Subject to the
AUX ~~DOCK~~ BOILER

not being used. 4 to 6 Stopped tube in
Ceulii boiler being runned at first opportunity

Relate from SRH - Reprofit

Thus
15.5.42

LS no 2 due 6.41
Partly held 1.42. not
advanced

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