

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

No. \_\_\_\_\_ Date of Writing Report 14 May 1889 Port of London (Received at London Office, TUES 14 MAY 1889)

No. in Reg. Book. 248 Survey held at London Date, first Survey Apr 24 Last Survey 11 May 1889

on the Machinery of the Steel 45' WILCANNIA Master \_\_\_\_\_ No. of Visits \_\_\_\_\_

Tonnage { Gross 1827 Net 2607 Vessel built at Newcastle By whom Wiglam Richardson When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

Registered Horse Power 450 Engines made at \_\_\_\_\_ Owners W. Lund Port London Voyage West India

No. of Main Boilers 3 Steam Pressure in Main Boilers 150 in Donkey Boiler \_\_\_\_\_

Surveyed Afloat & in Dry Dock West India Class of Vessel & Machinery 100 A1-12, 5A

(State name of Dock.) (As in Register Book, including date of last Boiler Survey.) + DMC-7, 88

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) Condition

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

If this was not done, state for what reasons?

And 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?

Inspection of sea cocks & propeller in good condition.

The furnaces of Starboard boiler were found to be slightly maximum 7/8". These have now been set up in place & hoops fitted round the furnaces.

## General Observations, Opinion, and Recommendation:— The machinery being now as

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or \* L.M.C. 1/89, as the case may be.)

far as seen in a sound & efficient condition under the vessel eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	1	: 1 : 0	15.5 1889
Special Damage Fee (per Section 28) .....	£	:	:	8.7.89
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	9/4 1889

Thos. C. Gay  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 17 MAY 1889  
Assigned Remain as classed



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It is submitted that this  
vessel is eligible

to remain as  
Classed—

N.A.

16-5-84

