

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

51,118

(Received at London Office,

WED 10 SEPT 1890

No. *189* Date of Writing Report *Sept 9<sup>th</sup> 1890* Port of *London*  
 Reg. Book. *189* Survey held at *London* Date, first Survey *8<sup>th</sup> Sept* Last Survey *Sept 8<sup>th</sup> 1890*  
 on the Machinery of the *s/s. Wilcannia* Master *M. Thomas* No. of Visits *1*  
 Tonnage Gross *2718* Net *1750* Vessel built at *Newcastle* By whom *Wigham Richardson & Co* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*  
 Registered Horse Power *450* Engines made at *do.* Owners *W. Lund* Port *London* Voyage  
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *dry dock* Class of Vessel & Machinery *+ 100 A.I. 3.90*  
 Steam Pressure in Main Boilers *150* (State name of Dock.) *West India* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ LME 7.88*  
 in Donkey Boiler *✓*

Last Survey No. *189* Port *London*  
 Particulars of Examination and Repairs (if any)

(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?

*Sea connections and propeller fastenings examined*

## General Observations, Opinion, and Recommendation :—

(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.)

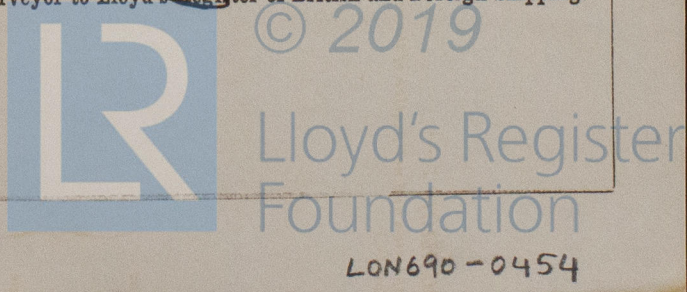
*As far as seen the machinery of this vessel is in good & safe working condition reliable in my opinion to remain as classed.*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

Committee's Minute *FRI 12 SEPT 1890*

Assigned *As now*

*H.P. Cornish*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.





It is submitted that this  
vessel is eligible to  
remain as  
classed.

N.A.

11-9-20

