

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

(Received at London Office. TUES. 15 JUN 1893)

Date of writing Report *June 14* 18 *93*. When handed in at Local Office *London*.  
 No. in Reg. Book. *205* Survey held at *London*. Date, First Survey *and* Last Survey *June 14 1893*.  
 on the Machinery of the *Wood, Iron or Steel* *SS. "WILCANNIA"* Master *Penlin*.  
 Tonnage { Gross *2718* Vessel built at *Newcastle*. By whom *Wigham Richardson & Co* When *1888* YEAR. MONTH.  
 Net *1750* Engines made at *Do* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*  
 Registered Horse Power *450* Owners *W. Lund*. Port *London* Voyage *Australia*.  
 No. of Main Boilers *Three* If Surveyed *Afloat* in Dry Dock *Brown Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers *15 lbs* (State name of Dock.) *Poplar*.  
 in Donkey Boiler

Last Survey No. *5395* Port *London*  
 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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At 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?

If the Survey is not complete state what arrangements have been made for its completion?

*Examined propeller, Stern dash, & sea connection's fastenings, all found to be in good condition.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now as far as seen in good condition. In my opinion the vessel is eligible to remain as classed, without fresh record of survey.*

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

*E. M. Salmon*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute *TUES. 20 JUN 1893*

Assigned *As now*



It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

JLM  
19/6/43



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