

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

30 JUL 1894

(Received at London Office)

Date of writing Report July 28 1894 When handed in at Local Office London is Port of London.

No. in Reg. Book 82 Survey held at London Date, First Survey and Last Survey July 25, 1894

on the Machinery of the Wood, Iron or Steel S.S. WARRNAMBOOL Master Thoms

Tonnage { Gross 35 1/3 Net 22 1/3 Vessel built at Sunderland By whom Sunderland S.B. Co. Ltd When 1892 8

Registered Horse Power 500 Engines made at Newcastle When 1892 Boilers, when made (Main) 1892 (Donkey) 1892

No. of Main Boilers 2 Owners W. Lund Port London Voyage Australia

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock S.W. India Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 155 lb in Donkey Boilers 80 lb

Last Survey 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.)

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 bush, & sea connections fastenings, all found to be in good condition

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now  
(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. 4,94, B.&M.S. 4,94 or L.M.C. 4,94, 149 lb., F.D., &c.)  
as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

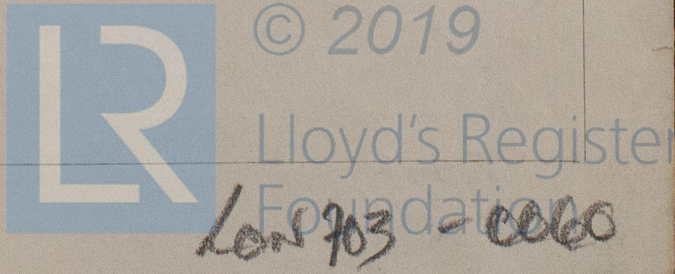
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

\*State if Certificate is required

Committee's Minute FRIDAY 24 AUG 1894

Assigned As now

Wm Salmon  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

\*Certificate to be sent to

16-LRPH—Form No. 9—Transfer Ink—3,000, 4/4/94.

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



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

*N.A.  
22-8-94*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation