

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

(Received at London Office. **WED. 21 AUG 1895**)

Date of writing Report Aug 20 18 95 When handed in at Local Office 18 95 Port of London

No. in Reg. Book. 83 Survey held at London Date, First Survey and Last Survey Aug 19. 1895 (No. of Visits 1)

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

Tonnage { Gross 3513 Net 2213 Vessel built at Sunderland By whom Sunderland S.B. Co. Ltd When 1892 YEAR. MONTH. 8

Registered Horse Power { 445 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 (State name of Dock.)

Steam Pressure— in Main Boilers 150 lbs. in Donkey Boilers 80 lbs.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No.

Do. " Donkey " " " No.

If this was not done, state for what reasons? Survey not due.

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? ✓

Has the propeller shaft been drawn and examined at this time? No.

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

Examined propeller, stem bush, & sea connections fastenings, found same
etc all in good condition

General Observations, Opinion, and Recommendation:—

(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. 4,04, B.&M.S. 4,04 or L.M.C. 4,04, 140 lb., F.D., &c.)

for 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

TUES. 27 AUG 1895

Assigned

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



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LON706-0240

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

26.8.95.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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