

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

(Received at London Office)

Date of writing Report 24th Dec. 95 When handed in at Local Office 18 Port of London
No. in Reg. Book 18 Survey held at London Date, First Survey Nov 28 Last Survey 26th Dec. 1895
on the Machinery of the Wood, Iron or Steel S. S. Wairnshire Master C. Olsen
Tonnage { Gross 3720 Net 2428 Vessel built at Newcastle By whom R. & W. Hawthorn, Leslie & Co. When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
Registered Horse Power 407 Engines made at DO Owners Jumbull Martin & Co. Mps. Port Glasgow Voyage Queensland
No. of Main Boilers Three No. of Donkey Boilers One If Surveyed Afloat or in Dry Dock Royal Albert with dry docks
Steam Pressure in Main Boilers 160 in Donkey Boilers 90 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port Confidim
Particulars of Examination and Repairs (if any) B. S.

(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? Yes.
Do. " Donkey " " " Yes.
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? Yes.
At what pressure were they afterwards adjusted under steam? 160 lbs.
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.
To what pressure were they afterwards adjusted? 88 lbs.
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? Complete.

Now done - Vessel placed in dry dock - propeller + sea-connection fastenings examined. One propeller blade found broken off at root and following one fractured at root. both these blades now renewed. The three Main boilers examined internally and externally. their safety valves examined and adjusted under steam to above pressure. The Donkey boiler examined int. & ext. all the plain tubes renewed, boiler tested under hydraulic pressure to 135 lbs. & found satisfactory. Safety valves of Donkey B^r. examined and adjusted under steam to 88 lbs.

General Observations, Obinion, and Recommendation: - This vessel's boilers are now in safe working condition and eligible, in our opinion, to remain as classed with record of survey B. S. 12.95.

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 2 : 10 : 0
Special Damage Fee (per Section 28) £ - : 5 : -
Travelling Expenses (if chargeable) £ 2 : 5 : -

Fees applied for 24/12/1895
Received by me, R. Elliott & J. H. Blackie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. DEC 27 1895
Assigned B. S. 12.95

Two blades of the propeller have now been renewed
& the plain tubes in the Downey Boiler renewed
(reason not stated)

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.

It is submitted that
this vessel is eligible for
THE RECORD.

B. S. 12. 95.

Per
24. 12. 95.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation