

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

Date of writing Report 28 March 1896 When handed in at Local Office 28/3/1896 Port of London
No. in Reg. Book. 83 Survey held at London Date, First Survey 23rd Dec 1895 Last Survey 28th Dec 1895
on the Machinery of the Wood, Iron or Steel S. Warrnambool Master Lt. Collins
Tonnage { Gross 3573 Net 2212 Vessel built at Scotland By whom Ed S B Co Ltd When 1892 8.
Registered Horse Power 500 Engines made at Glebe When '92 Boilers, when made (Main) 92 (Donkey) 92
No. of Main Boilers 2 Owners W. Smith Port London Voyage Australia
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in Green's 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

Last Survey No. 10041 Port London
Particulars of Examination and Repairs (if any) White in Dry Dock 23rd Dec 1895
(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?
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?
Has the propeller shaft been drawn and examined at this time? yes
If the Survey is not complete state what arrangements have been made for its completion? Survey complete

Now done on account of damage by the vessel striking the Bar at the East London River and by One Propeller Blade being lost in the vessel's last voyage home. Tail Shaft drawn in and examined and found in satisfactory condition. Sprocket wheel in Stern-bush part renewed. One new Propeller Blade fitted and one ditto failed. Sea connections in satisfactory 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. 404, B.&M.S. 404 or S.L.M.C. 404, 140 lb., F.D., &c.)
The Machinery of this vessel so far as has been examined is in good order and in my opinion all is well remain as now classed without further record.

Office or Registration Fee (per Sec. 27) £ 7. 5. 1896
Survey Fee (per Section 28) £ 2. 2. 1896
Special Damage Fee (per Section 28) £ 1. 1896
Travelling Expenses (if chargeable) £ 1. 1896
Fees applied for 7. 5. 1896
Received by me, 8/5/96
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute As now
Assigned As now
THUR, APR 2 1896

