

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

Date of writing Report 3<sup>rd</sup> Sept 1896 When handed in at Local Office 4<sup>th</sup> Sept 1896 (Received at London Office FRI 4 SEP 1896) Port of London

No. in Reg. Book 84 Survey held at London Date, First Survey 22 Aug 93 Last Survey 3<sup>rd</sup> Sept 1896

on the Machinery of the Wood, Iron or Steel S.S. "Warrigal" Master J. Tankhurst

Tonnage { Gross 4387 Net 2778 Vessel built at Sunderland By whom Sunderland S.B. & Co. When 1893 8

Registered Horse Power 552 Engines made at G. & C. When 93 Boilers, when made (Main) 93 (Donkey) 93

No. of Main Boilers 3 Owners W. Lund Port London Voyage Australia

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 200 lb 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).

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) In Dry Dock + 100 At 2.96. + Tue. 8.93

*(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? No.

*Not under Survey*

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

Now done: - Propeller Stern-bush and outside fastenings of Sea Connections examined and found in good order.

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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)*

The machinery of this vessel is in good order and, in my opinion, eligible to remain as classed without fresh record.

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)	£	:	:	

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

State if Certificate is required \_\_\_\_\_

Committee's Minute TUES. 8 SEP 1896

Assigned as above.



\*Certificates to be sent to...  
Has a Survey also been held on Ship?  
If so, is the Report sent now, or when will it be sent?

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.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.

Emd.  
H. 9. 96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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