

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

Date of writing Report *Feb. 23.* 18*97*. When handed in at Local Office *18* *Port of London.* *WED. 24 FEB 1897*

No. in Reg. Book *239.* Survey held at *London.* Date, First Survey *Dec 28* Last Survey *Feb. 19, 1897.*

on the Machinery of the *Wood, Iron or Steel* *S.S. Wilcannia* Master *Penta.*

Tonnage Gross *2718.* Net *1750.* Vessel built at *Newcastle.* By whom *W. Richardson & Co.* When *1888.* YEAR. MONTH. *7.*

Registered Horse Power *383.* Engines made at *Do.* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888.*

No. of Main Boilers *3* Owners *W. Lund & Co.* Port *London.* Voyage *Laid up.*

No. of Donkey Boilers *1* If Surveyed Afloat *on in Dry Dock* *Victoria 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. *S.S. No. 2.* Port *London.*

Particulars of Examination and Repairs (if any) *S.S. No. 2.*

(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?

Has the propeller shaft been drawn and examined at this time?

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

*Job completed before vessel proceeds to sea. Examined Main & Donkey Boilers internally and externally and safety valves also cylinders, pistons, valves, pumps & condenser, bridge connections, crank & thrust & tunnel shafting, all found to be in good condition.*

*To complete the Survey. The sea connections, propeller, stern bush &c examined the Main & Donkey Boilers safety valves &c adjusted under steam.*

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as*

(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.)

*for as seen is good condition. In my opinion the vessel will be eligible for the Record L.M.C. 2,97. when the Survey has been completed as above.*

Office of Registration Fee (per Sec. 27) £ *5 10 0* Fees applied for *25/2 18 97*

Survey Fee (per Section 28) £ *11 0* LESS 10% *1 10 0*

Special Damage Fee (per Section 28) £ *4 19 0*

Travelling Expenses (if chargeable) £ *4 19 0* Received by me, *9/3 18 97*

\*State if Certificate is required

Committee's Minute *FRI. 26 FEB 1897*

Assigned *Deferred*

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

*M. Salmon.*

*WED. 23 JUN 1897*



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*Lon 712 - 2022*

L.S. No. 2 due 7. 96

To be completed before the vessel proceeds to sea

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 WILL BE eligible for the record, + L.M.C. 2. 97 when the propeller, stern bush & sea-connections have been examined & the safety valves of the main & donkey boilers have been adjusted under steam.

L.S.

25.2.97.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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