

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

(Received at London Office)

FRI. 7 MAY 1897

of writing Report *6th May.* 18*97.* When handed in at Local Office *6th May.* 18*97.* Port of *London*
 in Book. Survey held at *London* Date, First Survey *27th April* Last Survey *1st May* 18*97.*
 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. Warranbrook* Master *J. H. Elkins*
 Age { Gross *3513*
 Net *2213* Vessel built at *Stranraer* By whom *W. S. B. Co. Ltd* When *1892* 8
 Registered Power *445* Engines made at *W. Lusk* Port *London* Voyage *So American Port*
 of Main Boilers *2* Owners *W. Lusk*
 of Donkey Boilers *1*
 Main Boilers *1556* If Surveyed Afloat or in Dry Dock *Afloat in W. S. B. Co. Ltd* Particulars of Classification (which must be inserted
 Donkey Boilers *87* (State name of Dock.) *precisely as in Register Book & Supplements.*

st Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Corrosion & Repairs*

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 " " "

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

At what pressure were they afterwards adjusted?

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

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

Done: Tail Shaft drawn in and with Propeller Stern and outside fastenings of the Sea Connections examined. Repairs: New Drivers fitted to Tail Shaft. New Mangroves. Propeller Blades fitted.

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 condition and in my opinion it will remain as closed without fresh record.

Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Fee (per Section 28)	£	:	:	18
Damage Fee (per Section 28)	£	:	:	Received by me,
Printing Expenses (if chargeable)	£	:	:	19

If Certificate is required

Committee's Minute

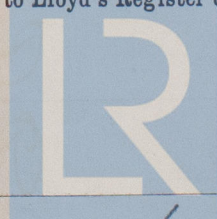
Signed

TUES 11 MAY 1897

as now

D. R. R. R.

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



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/ LON 712-0337

Screw shaft examined, liners renewed

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.

also Propeller Blades

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

LS
7/5/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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