

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

(Received at London Office

FRI, 27 JAN 1899)

Date of writing Report Jan 26 1899. When handed in at Local Office 1899 Port of London.
No. in Reg. Book 1772 Survey held at Silbury. Date, First Survey Jan 20 Last Survey Jan 26 1899.
on the Machinery of the Wood, Iron or Steel Iron S.P. "Omegah" Master Rutven
Gross Tonnage 529 1/2 Net 463 1/2 Vessel built at Gls By whom Fairfield & Co. When 1898 Boilers, when made (Main) 1898 (Donkey) 1898
Registered Horse Power 177 1/2 Engines made at Gls Owners Orient S.N. Co. Limited Port Gls Voyage Australia
No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Silbury.
No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lb in Donkey Boilers 120 lb

Last Survey No. 16687 Port Gls.
Particulars of Examination and Repairs (if any) Repairs etc.
(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? No
Do. " Donkey " " " No
If this was not done, state for what reasons? Survey not due.
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? No
Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? ✓
Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? ✓
Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? ✓
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Completed.
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.

The pump rod guide bars, damaged on trial trip, have now been renewed. & the remainder of the electric light fittings have now been fitted

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now
(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, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)
as far as seen is good condition & in my opinion the vessel is eligible for the record as recommended in the Passbook 1st No 16687.

Office or Registration Fee (per Sec. 27)..... £ : :
Survey Fee per Section 28)..... £ : :
Special Damage Fee (per Section 28)..... £ : :
Travelling Expenses (if chargeable)..... £ : :
Fees applied for
18
Received by me,
18

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

State if Certificate is required
Committee's Minute
Assigned As now
TUES. 31 JAN 1899

Repairs

The pump Rod guide bars damaged
on trial trips have now been renewed
and Remainder of Electric Light
fittings now completed.

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

A.C.H.

27.1.99.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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