

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

(Received at London Office)

Date of writing Report *25 Feb 1899* When handed in at Local Office *25 Feb 1899* Port of *London*  
 No. in Reg. Book *101* Survey held at *London* Date, First Survey *20 Jan 1899* Last Survey *20 Feb 1899*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. Warrnambool* Master *Brudie*  
 Tonnage { Gross *3513* Net *2213* Vessel built at *Sunderland* By whom *H. Building Co. Ltd* When *1892* 8  
 Registered Horse Power *445* Engines made at *Leicester* When *92* Boilers, when made (Main) *92* (Donkey) *92*  
 No. of Main Boilers *1* Owners *W. Lund* Port *London* Voyage *Australia*  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in W.D. 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. *100* Port *London*Particulars of Examination and Repairs (if any) *Damage*

(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? *yes.*

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?

To what pressure were they afterwards adjusted under steam? *155 lb*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? *80*

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

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 *new wood*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete**Now done as Damage. Please copy Damage Report attached:**Condenser and sea connections, Propeller and Stern-bush and Tail Shaft examined.**Damage Repairs now done: A new (Forward) Tube Plate fitted to Condenser all Tubes re-fitted and Condenser tested a new Tail Shaft and Propeller Boss and two new Blades fitted and two Blades repaired.**Main and Donkey Boilers examined and found to be generally in good order.**Machinery tried under steam and Safety Valves adjusted as above.*

## 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, 97, B.&M.S. 9, 97 or S.L.M.C. 9, 97, 140 lb F.D., &c.)

*The Machinery of this vessel as now seen is in good order and in my opinion eligible to remain as classed with fresh record of B.S. 2. 99.*

Office or Registration Fee (per Sec. 27)..... £  
 Survey Fee per Section 28)..... £  
 Special Damage Fee (per Section 29)..... £  
 Travelling Expenses (if chargeable)..... £

Fees applied for  
 27/2 1899  
 Received by me,  
 31/3 1899

State if Certificate is required

Committee's Minute

Assigned

TUES. 28 FEB 1899

TUES. 1 AUG 1899

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



Lloyd's Register Foundation



B.S. + Damage by grounding

Main & Tanker Boilers examined

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.

Screw shaft renewed, a new propeller  
boss and two new blades.  
A new tube plate fitted in Condenser

It is submitted that  
this vessel is eligible for  
THE RECORD. B.S. 2-99.

A.C.H.

27.2.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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