

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

(Received at London Office)

SAI. 4 MAR 1899

Date of writing Report March 3 1899 When handed in at Local Office is Port of London

No. in Reg. Book 27 Survey held at London Date, First Survey and Last Survey March 2<sup>nd</sup> 1899

on the Machinery of the Wood, Iron or Steel S.S. Warrate Master Jaggard

Tonnage { Gross 570 Net 362 1/2 Vessel built at New Zealand By whom Hawthorn Leslie & Co. When 1896 Boilers, when made (Main) 1896 (Donkey) 1896

Registered Horse Power 494 Engines made at 50 Owners New Zealand S. Co. Limited Port Plymouth Voyage New Zealand

No. of Main Boilers 3 No. of Donkey Boilers 7 If Surveyed Aboard or in Dry Dock N.A. Dry Dock

Steam Pressure in Main Boilers 160 lb. in Donkey Boilers 90 lb.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Particulars of Examination and Repairs (if any) Docking

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A. 1. 6. 97.</u>		<u>H. M. C. 9. 96.</u>

(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? \_\_\_\_\_

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? 3/16"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.

Examined propeller, stern bush, & sea connections fastenings, found same etc all in good condition.

General Observations, Obinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

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

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

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

Committee's Minute \_\_\_\_\_

Assigned As now

FRI. 17 MAR 1899



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.

\*Certificate to be sent to

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 is eligible to  
remain as CLASSED.*

*A.C.H.*

*14.3.99*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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