

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

(Received at London Office WED. 26 JUL 1899)

Date of writing Report *25 July* 18 *99* When handed in at Local Office *25 July* 18 *99* Port of *London*
 No. in Reg. Book. *111* Survey held at *London* Date, First Survey *17 July* 18 *99* Last Survey *17 July* 18 *99*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Warrnambool* Master
 Tonnage { Gross *3513* Net *2213* Vessel built at *Swansea* By whom *Swansea S. B. Co.* When *1892* YEAR. MONTH. *8*
 Registered Horse Power *445* Engines made at *Hydco* When *99* Boilers, when made (Main) *99* (Donkey) *99*
 No. of Main Boilers *2* Owners *W. & A. D. D.* Port *London* Voyage *Sydney*
 No. of Donkey Boilers *one*
 Steam Pressure in Main Boilers *155 lb* If Surveyed Afloat or in Dry Dock *Afloat in Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *155 lb*

Last Survey No. Port

Particulars of Examination and Repairs (if any)

Drilling + 100 A. 2. 99.
S. S. W. 10. 99.
L. M. C. 9. 99.
R. M. C. 2. 99.
B. S. 2. 99.

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?

To 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 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?

Complete.
Now done: - Propeller Stern bush and all outside fastenings of sea connections examined and found in good condition.

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, boiler's, 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.)

The machinery of this vessel as now seen, is in good order and in my opinion, eligible to remain as now classed with fresh record.

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

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

State if Certificate is required

Committee's Minute

TUES. 1 AUG 1899

Assigned

As now

Lloyd's Register Foundation

LON 719 - 0042

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

*7/1
29/1/99*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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