

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

(Received at London Office.

WED. 11 OCT 1899

Date of writing Report *October 10th 1899* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *150* Survey held at *Silbury* Date, First Survey *and* Last Survey *October 6th 1899*
 on the Machinery of the *Wood, Iron or Steel* *Swan S.S. Omrah* Master *Fuller*
 Tonnage { Gross *5291* Net *4632* Vessel built at *92s* By whom *Fairfield & Co. L^d* When *1899* Year. MONTH. *1*
 Registered *1772* Engines made at *So* When *1899* Boilers, when made (Main) *1899* (Donkey) *1899*
 No. of Main Boilers *1* Owners *Orient S. Nav. Co. L^d* Port *Glasgow* Voyage *Australia*
 No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *Silbury Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure *150 lb* in Main Boilers *120 lb* in Donkey Boilers

Last Survey No. *Port*
 Particulars of Examination and Repairs (if any) *Docking.*

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

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?

Was 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?

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

Remained propellers, stern bushes, and sea connections fastenings found same all in good condition.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is*
 (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.)

Now as far as seen is good condition & in my opinion the vessel is eligible to remain as classed

Office or Registration Fee (per Sec. 27) *2*
 Survey Fee (per Section 28) *2*
 Special Damage Fee (per Section 28) *2*
 Travelling Expenses (if chargeable) *2*

Fees applied for
10
 Received by me,
10

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

*State if Certificate is required

Committee's Minute

Assigned *As now*

FRI 13 OCT 1899



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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

It is suggested
this vessel is registered
remain as O.L. 85544
11/10/99
J.M.B.



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