

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

Date of writing Report *June 11* 1910 When handed in at Local Office

(Received at London Office)

MUN. 18 JUL 1910

No. in Reg. Book. *82* Survey held at *Sydney N.S.W.* Date, First Survey *June 10* Last Survey *June 10* 1910*84* on the Machinery of the *Wood, Iron or Steel* *S.S. "Yongala"* Master *W. Knight*Tonnage Gross *2664* Net *1025* Vessel built at *Newcastle* By whom *Armstrong Whitworth & Co* When *1900-10*Registered Horse Power *690* Engines made at *Newcastle* By whom *Mallard & Ripley & Co* When *1903*No. of Main Boilers *5* Boilers, when made (Main) *1903* (Donkey) *None*No. of Donkey Boilers *None* Owners *Adelaide S.S. Co. Ltd.* Port *Adelaide* Voyage *Coasting*Steam Pressure in Main Boilers *100 lb* If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.)Last Report No. *3126* Port *Sydney*

Particulars of Examination and Repairs (if any)

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

CHARACTER, For Special Survey, Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

+ 100 A 1 + 100 C 6.00

S.S. Yongala 100 6.09

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

also whether any damage report was made, and, if so, by whom?

The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Forward Boiler only*Do. " Donkey " " " *No Donkey Boiler*If not done, state for what reasons? *See Report No 3126*

What parts of the Boilers could not be thus thoroughly examined?

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?

The Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *—*The Surveyor examine the Safety Valves of Donkey Boiler? *No* To what pressure were they afterwards adjusted under steam? *—*The Surveyor examine all the manholes, doors and their fastenings of the Main Boiler? *Yes* and of the Donkey Boiler? *—*The Surveyor examine the drain plugs of the Main Boilers? *No* and of the Donkey Boiler? *—*The Surveyor examine all the mountings of the Main Boiler? *Yes* and of the Donkey Boiler? *—*Screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? or two liners? or is it without liners?

Shaft now been changed? If so, state reasons

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

The distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

*On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required**On June 10 I examined the forward main boiler of this vessel it is clean inside, in good order and condition, no repairs required*

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. 9.08, B.&M.S. 9.08, or L.M.C. 9.08, 14.08, E.D., &c.)

I recommend that the record of 1/2 B.S. 6.10 in red be made in the Register Book in the case of this vessel

Survey Fee (per Section 28).....	<i>£ No. fee</i>	Fees applied for
Special Damage or Repair Fee (if any).....	<i>£</i>	10
Travelling Expenses (if chargeable).....	<i>£</i>	Received by me,
		10

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

Committee's Minute

Assigned

TUES. 19 JUL 1910



Lloyd's Register Foundation

W732-0003

BS due 10.09 - now completed

It is submitted that
this vessel is eligible for
THE RECORD.

BS 6.10

JRM

18/7/10

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 to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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