

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

11843

28 OCT 92

No. 11843 Date of Writing Report 22nd Oct 1892 Port of Glasgow
 No. in Reg. Book 4 Survey held at Glasgow Date, first Survey 12th Oct Last Survey 22nd Oct 1892
 on the Machinery of the S.S. "B. Kemény" Master ✓ No. of Visits 6
 Tonnage { Gross 1129 Vessel built at Dumbarton By whom Burrell & Son When 1881 12
 Net 767 Engines made at Dumbarton When 81 Boilers, when made (Main) 81 (Donkey) 81
 Registered Horse Power 130 Owners Reg. Hung. Sea Nav. Co Port Fiume Voyage Fiume
 No. of Main Boilers 2 Owners Reg. Hung. Sea Nav. Co Port Fiume Voyage Fiume
 Steam Pressure in Main Boilers 80 lbs ✓ Surveyed Afloat ✓ in Dock Harbour of Glw Class of Vessel & Machinery 100 A 1
 in Donkey Boiler 50 lbs (State name of Dock.)
 Last Survey No. Port (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 5.5723.11.91

Particulars of Examination and Repairs (if any) Annual Boiler Survey. L.M.C. 11.91.
 (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 should be separated from Repairs due to other causes. 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 " " " yes
 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? yes
 At what pressure were they afterwards adjusted under steam? 80 lbs
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes
 To what pressure were they afterwards adjusted? 45 lbs only required

The main boilers have been opened up and examined over all parts and found in good order with the exception of the whole of the top plates of furnaces which were somewhat corroded and out of shape. These have all been renewed and the boilers were afterwards tested under hyd. pressure to 120 lbs and found tight.

Donkey boiler examined and found in fair order.

Main & donkey safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:— This vessel's machinery
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,91, B.S. 2,91, or L.M.C. 1,91, as the case may be.)
appears to be in good order and is in my opinion eligible to remain as classed with the notation of: B.S. 10.92. in the Society's Register Book.

Office or Registration Fee (per Sec. 27) £ - : - : -
 Survey Fee (per Section 28) £ 2 : 10 : -
 Special Damage Fee (per Section 28) £ - : - : -
 Travelling Expenses (if chargeable) £ - : - : -
 *State if Certificate is required Yes

Fees applied for
22/10/1892
 Received by me,
24/10/1892

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

Committee's Minute TUES 1 NOV 1892

Assigned B.S. 10.92

FRI 6 JAN 1893



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GLS166-0175

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12.8.10.92

on account of corrosion
the furnace crowns have
all been renewed.

C.G.G.

28.10.92



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