

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

MON. 18 JUL 1892

(Received at London Office)

No. 499 Date of Writing Report 16th July 1892 Port of London

No. in Reg. Book 499 Survey held at London on the Machinery of the S.S. "Humbuck" Date, first Survey 15th June Last Survey 11th July 1892 Master Modis No. of Visits 6

Tonnage Gross 2749 Net 1776 Vessel built at Sunderland By whom J. L. Thompson & Son When 1886

Registered Horse Power 400 Engines made at Warrlepool When 1886 Boilers, when made (Main) 1886 (Donkey) 1886

No. of Main Boilers Two Owners W. Lund Port London Voyage Australia

Steam Pressure in Main Boilers 150 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1

in Donkey Boiler 90 lbs (State name of Dock.) West India dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 12.91

Last Survey No. 3.S. Lon. N^o 1.90 Port London - LMC 2.90.

Particulars of Examination and Repairs (if any) Annual B.S. & Condition

(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? 150 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 90 lbs

The vessel was placed in dry dock. The tail end shaft was drawn inboard and examined found it seriously corroded at the forward end of the after brass liner. A new shaft was fitted (marked JES) satisfactorily.

Examined the Stern bush found it quite slack in the stern tube. a new brass bush with lignum vitae complete - was effectually fitted.

Examined the propeller found the blades much corroded and broken at the points. A new propeller was effectually fitted on the new shaft.

Examined the main and donkey boilers intern^l & extern^l also their safety Valves.

Port main boiler Found the starboard forward furnace (Fox's patent) deflected at the top. the deflection gradually extending from each end, towards the centre where it was down four inches. - This furnace was cut out leaving the original flanged part to the Combustion Chamber standing. and a new (Fox's patent) furnace was effectually fitted. - The boiler was afterwards satisfactorily tested by cold water to twice the working pressure. The other boilers were found in good order.

Main & donkey boilers were tested under steam & their safety Valves adjusted to blow off at 150 lbs & 90 lbs respectively.

General Observations, Opinion, and Recommendation: - The machinery as far as seen and the boilers are now in good working order and in my opinion the vessel is eligible to remain as classed and to have the notification B.S. 7.92 recorded in the Register book.

(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. 1.91 or L.M.C. 1.91, as the case may be.)

Seen and the boilers are now in good working order and in my opinion the vessel is eligible to remain as classed and to have the notification B.S. 7.92 recorded in the Register book.

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

Fees applied for
187/1892
Received by me,
20/7/92

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

*State if Certificate is required

Committee's Minute TUES. 10 JUL 1892

Assigned B.S. 7.92

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to

16-LRPH-Form No. 9-Transfer Ink-5,000, 27/2/92.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD B.S. 7-92.

One of the furnaces (for steam) was removed
in Oct of the old one having come down.
An Act of account, a new propeller
shaft and propeller, were fitted on.

N.A.

18-7-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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