

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

(Received at London Office on 4 JAN 1894)

Date of writing Report Jan 3 1894 When handed in at Local Office 18 Port of London

No. in Reg. Book. 710 Survey held at London Date, First Survey Dec. 18. 93 Last Survey Jan 3. 1894

on the Machinery of the Wood, Iron or Steel SS. BUNGAREE. Master Burgess

Tonnage { Gross 2893 Net 1859 Vessel built at Newcastle By whom Wigham Richardson & Co When 1889 9.

Registered Horse Power 450 Engines made at Do When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers 2 Owners W. Lund Port London Voyage Australia

Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Victoria Dr & P.W. India Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler 80 lbs (State name of Dock.) Graving Dock.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Special Survey.

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

At 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?

If the Survey is not complete state what arrangements have been made for its completion? The owners have arranged to have S.B.

Safety valves adjusted at Barry, to which port the vessel has now proceeded.

Barry Surveyor advised.

Examined Main & Donkey Boilers internally & externally & Safety valves also Cylinders, Pistons, Slide Valves, Pumps, Condenser, Sea & Bilge connections, crank, Thrust, Tunnel & Propeller shafts, Propeller, Stern bush, all found to be in good condition except vertical stays in Donkey Boiler which were somewhat wasted, but not sufficiently to necessitate renewal.

The Main Boilers were seen under steam & the Safety valves were adjusted to lift at 150 lbs pressure per sq.

To complete the Survey. The Donkey Boiler Safety valves to be adjusted under steam.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now

(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. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

in good condition & in our opinion the vessel is eligible to remain as classed & have record L.M.C. 1.94. when the Survey has been completed.

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| Office or Registration Fee (per Sec. 27) | £ : : | Fees applied for | 5-1-93 |
| Survey Fee (per Section 28) | £ 5.10.0 | Received by me, | 9 |
| Special Damage Fee (per Section 28) | £ : : | | |
| Travelling Expenses (if chargeable) | £ : : | | 8/11 18 94 |

*State if Certificate is required

Committee's Minute

Assigned

FRI 5 JAN 1894

Deferred

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

TUES. 16 JAN 1894

R. Elliott
B. Salmon

Lloyd's Register Foundation
LON701-0023