

No. 55638

SAT. 26 JUN 1894

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

(Received at London Office)

Date of writing Report *June 15* is *94*. When handed in at Local Office *18* Port of *London*.
No. in Reg. Book. *780* Survey held at *London* Date, First Survey *and* Last Survey *June 15, 1894*
on the Machinery of the *Wood, Iron or Steel* *S.S. "BUNGAREE"* Master *Burgess*
Tonnage { Gross *2593* Vessel built at *Newcastle* By whom *W. Richardson & Co* When *1889* YEAR. MONTH.
Net *1859* Engines made at *Do* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
Registered Horse Power *450* Owners *W. Lund* Port *London* Voyage *Australia*
No. of Main Boilers *3* If Surveyed *Afloat or in Dry Dock* *S.W. India Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
No. of Donkey Boilers *1* (State name of Dock.)
Steam Pressure in Main Boilers *150 lb*
in Donkey Boilers *✓*

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

(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?

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?

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?

Examined propeller, stern bush & sea connections fastenings, all found to be in good condition.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A-1</i> <i>7.93</i>	<i>✓</i>	<i>L.M.C.</i> <i>1.94</i>

No
No
Survey not due.

✓
No

✓
No

Completed.

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 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. 4,94, B.&M.S. 4,04 or L.M.C. 4,94, 119 lb., F.D., &c.)
as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

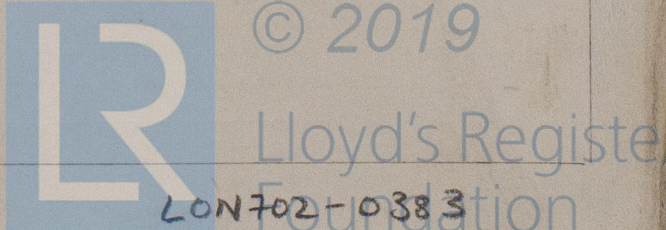
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	✓	18
Special Damage Fee (per Section 28).....	£	:	✓	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

*State if Certificate is required

Committee's Minute

Assigned *as now*

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



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

*Certificate to be sent to

16-LRPB—Form No. 9—Transfer Ink—5,000, 4/4/94.
(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 to
remain AS CLASSED.

N.A.
10-7-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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