

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

(Received at London Office. FRI, JUN 12 1896)

Date of writing Report *11 June 1896* When handed in at Local Office *11 June 1896* Port of *London*
 No. in Reg. Book *153* Survey held at *London* Date, First Survey *25 May 1896* Last Survey *3 June 1896*
 on the Machinery of the Wood, Iron or Steel *S.S. Bangalore* Master *Blower*
 Tonnage Gross *2893* Net *1857* Vessel built at *Newcastle* By whom *Richardson & Co* When *1894* YEAR. MONTH.
 Registered Horse Power *420* Engines made at *"* When *89* Boilers, when made (Main) *89* (Donkey) *89*
 No. of Main Boilers *2* Owners *N. Lund* Port *London* Voyage *Australia*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *West India Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *150 lbs* in Donkey Boilers *80*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Annual. + 100 A. 6. 95. + 2 M. C. 1. 94*

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

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

Survey complete.
Nothing done. Propeller Stern-bush and outside fastenings of the Sea Connections examined and found in good order.
Main Boilers examined and found to be generally in satisfactory condition.

Donkey Boiler examined. Best holes drilled in shell plating show 3/8 thickness. The two uptakes of this boiler are slightly flattened but are considered to be still efficient for the above pressure. It has been arranged with Owners that these uptakes will be again examined or renewed on vessel's return from this voyage. Please see copy of notice to Owners attached herewith.

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. 9,95, B.M.S. 9,95 or L.M.C. 9,95, 150 lb., F.D., &c.)

The machinery of this vessel is in satisfactory condition and in my opinion repairs remain as classed with fresh record of B.S. 6. 96 subject to the uptake of the Donkey Boiler being again examined in six months.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 2. 4. :
 Special Damage Fee (per Section 28) £ 1. 16. 0
 Travelling Expenses (if chargeable) £ : :
 Fees applied for 12. 6. 18 96
 Received by me, *R. C. L.*

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

*State if Certificate is required

Committee's Minute TUES. JUN 16 1896

Assigned

B.S. 6. 96 subject

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Lloyd's Register

London 10109