

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

(Received at London Office THUR, 23 FEB 1899)

Date of writing Report *Feb. 22nd 99* When handed in at Local Office *19* *99* Port of *London*

No. in Reg. Book *827* Survey held at *London* Date, First Survey *Feb. 8th* Last Survey *Feb. 21st 1899* (No. of Visits *4*)

on the Machinery of the *Wood, Iron or Steel* *S.S. "Bungaice"* Master

Tonnage { Gross *2990* Net *1875* Vessel built at *Nure* By whom *W. Richardson & Co.* When *1889* YEAR. MONTH. *9*

Registered Horse Power *420* Engines made at *Do.* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*

No. of Main Boilers *2* Owners *W. Lund* Port *London* Voyage *Laid up.*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Victoria Dock.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure—*150 lb.* in Main Boilers in Donkey Boilers *80 lb.*

Last Survey No. *60294* Port *Lon*

Particulars of Examination and Repairs (if any) *B.S. (part)*

(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? *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.* To what pressure were they afterwards adjusted under steam? *Not adjusted*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes.* To what pressure were they afterwards adjusted under steam? *Not adjusted*

Has the propeller shaft been drawn and examined at this time? *No.* If spare propeller shaft fitted, state whether new? *—*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *—*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *To be completed before vessel sails. To complete the Survey All safety valves to be adjusted under steam.*

Examined Main & Donkey Boilers internally and externally and safety valves Repairs now done. Twenty five screwed stays removed in Main boilers One patch removed in Donkey Boiler fire box & two patches fitted on top plate of Donkey Shell where wasted in way of stop valves.

General Observations, Opinion, and Recommendation:— *This vessel's Boilers are now in good condition & in my opinion the vessel will be eligible for the record B.S. 2.99 when the Survey has been completed.*

Office or Registration Fee (per Sec. 27) £ *23/2* 1899

Survey Fee per Section 28) £ *2.00*

Special Damage Fee (per Section 28) £ *4.00*

Travelling Expenses (if chargeable) £ *1.16.0*

Received by me, *P. M. Salmon* 575 1899

State if Certificate is required *—*

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

Committee's Minute *Deferred for completion of B.S.*

Assigned *—*

FRI, 24 FEB 1899 THUR, 30 MAR 1899

Lloyd's Register Foundation

B.S. due 10.98 to be completed before vessel sails

Main & Donkey Boilers examined

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

Twenty five screw stays renewed in

Main Boilers

Three patches fitted to donkey boiler.

It is submitted that this
vessel WILL BE eligible for
the record. B.S. 2.99 when

all safety valves have
been adjusted under
steam.

A.C.H.

23.2.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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