

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

(Received at London Office)

THUR 30 MAR 1899

Date of writing Report: 29<sup>th</sup> March 1899 When handed in at Local Office: 29<sup>th</sup> March 1899 Port of: London  
 No. in Reg. Book: 827 Survey held at: London Date, First Survey: 10<sup>th</sup> March Last Survey: 29<sup>th</sup> March 1899 (No. of Visits: 2)  
 on the Machinery of the Wood, Iron or Steel: S.S. "Mungaree" Master: J. S. "Mungaree"  
 Tonnage: Gross 2990 Net 1875 Vessel built at: N. Ele By whom: J. S. "Mungaree" & Co When: 1889 9  
 Registered Horse Power: 420 Engines made at: " When: 1889 Boilers, when made (Main): 1889 (Donkey): 1889  
 No. of Main Boilers: 2 Owners: W. L. L. Port: London Voyage: Sydney  
 No. of Donkey Boilers: 1  
 Steam Pressure in Main Boilers: 157 lb If Surveyed Afloat or in Dry Dock: Afloat & Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers: 157 lb

Last Survey No. Port

Particulars of Examination and Repairs (if any) Dressing &amp; Co. 1888

(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?

To 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 under steam?

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? 1/8

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete

How done: Propeller Stern bush and outside fastenings of the Sea Connections examined and found in good order.

## 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, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 149 lb., F.D., &c.)

The Machinery of this vessel so far as has been seen is in good order and in my opinion eligible to remain as classed with fresh record B.S. 2. 99.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee per Section 28	2	:	:	18
Special Damage Fee (per Section 28)	0	:	:	
Travelling Expenses (if chargeable)	£	:	:	18

State if Certificate is required

Committee's Minute

Assigned

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



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*It is submitted that  
this vessel is eligible for  
THE RECORD.*

*B.S. 2. 99*

*ACM*

*30.3.99.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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