

BOX CASE

575

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

(Received at London Office,)

SAT. 4 JUN 1892

No. 5455 Date of Writing Report 2<sup>nd</sup> June 1892 Port of Dundee

No. in Reg. Book. Survey held at Dundee Date, first Survey March 19 Last Survey May 28<sup>th</sup> 1892

508 on the Machinery of the Iron S.S. Hungarian Master Lawson No. of Visits 13

Tonnage	Gross 1552	Vessel built at Port Glasgow By whom Blackwood & Gordon When 1849-3
	Net 984	
Registered Horse Power	160	Engines made at Port Glasgow When 1849 Boilers, when made (Main) 1892 (Donkey) 1892
No. of Main Boilers	1	Owners Bell & Sime Port Dundee Voyage Methil
Team Pressure in Main Boilers	90	If Surveyed Afloat or in Dry Dock East Dry Dock Class of Vessel & Machinery 100A1-10-90
in Donkey Boiler	80	(State name of Dock.) (As in Register Book.) S.S. & Ls No 2-88.

Last Survey No. Port BS-10-90-LMC-4-88

## Particulars of Examination and Repairs (if any) Special Survey No 3.

(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 should be separated from repairs due to other causes. State also the dates and initials of any letters respecting this case)

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *new boilers*

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?

*Vessel placed on blocks in dry dock*

*Tail shaft drawn reexamined, crank thrust and tunnel shafting all stripped and examined.*

*All sea connections opened up and examined.*

*Cylinder and slide valve covers lifted, junk & packing rings of pistons and slide valves removed & cylinder walls examined.*

*Air circulating feed and bilge and donkey pumps all opened up and examined - Condenser opened up examined and tested.*

*Sluice valves and bilge suction roses examined.*

*Repairs - New main and donkey boilers have been supplied as per first entry report annexed. Main stop valve renewed. A cylinder valve face renewed. feed pump valves renewed.*

RETAIN

## General Observations, Opinion, and Recommendation:—

(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.)

*The machinery of this vessel is now in good and safeworking condition and the requirements of the rules for Special Survey having been complied with she is in my opinion eligible to remain as classed with the notification LMC 5-92.*

+ NB 5-92.

Office of Registration Fee (per Sec. 27).....	£ : :	Fees applied for { June 3 1892 received by me. 27/6 1892	<i>Harry Clarke</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ 4 10 :		
Special Damage, Fee (per Section 28).....	£ : :		
Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute TUES. 7 JUN 1892 FRI 1 JUL 1892

Assigned LMC 5, 92 Note non-limited + NB 5, 92



Insert Character of Ship and Machinery precisely as in the Register Book.

