

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

No. 9945 Date of Writing Report July 14th 1890 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 27th July Last Survey 14th July 1890
 534 on the Machinery of the S.S. City of Agra Master W. M. Irvine No. of Visits 6
 Tonnage Gross 3274 Vessel built at Glasgow By whom C. Connell & Co. When 1879 5.
 Net 2133 Engines made at Glasgow When 1879 Boilers, when made (Main) 1879 (Donkey) 1879.
 Registered Horse Power 500 Owners G. Smith & Sons Port Glasgow Voyage Bombay
 No. of Main Boilers Four Steam Pressure 60 lb. If Surveyed Afloat or in Dry Dock Both
 in Main Boilers in Donkey Boiler ✓ Class of Vessel & Machinery As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey, LMC 5, 89.

Last Survey No. Port Particulars of Examination and Repairs (if any) Annual Survey
 (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? 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?

Main Boilers opened out cleaned and sealed and on examination found furnaces in line of fire bar putting slightly, bored holes for thickness, and recommended that pressure be reduced 10 lbs. owing to corrosion going on in furnaces. All other parts of boiler in fair condition considering age.
 Safety valves and all other boiler mountings opened out and put in good working condition.
 On examination of D. Boiler, found furnaces and bottom of combustion chambers very much wasted away. This boiler has been made unfit for use, safety valves taken ashore, and boiler disconnected from steam pipes.
 Steam raised in Main Boilers and safety valves adjusted to safe working pressure 60 lbs per sq inch.

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
 As far as seen this vessel's machinery is in good and efficient working condition and eligible in my opinion to remain as classed in Register Book with the additional notation **B S 7, 90.**

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 3 : :
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for 12/4 1890
 Received by me, 15/4 1890

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

Committee's Minute FRI 18 JULY 1890
 Assigned RS 7/90
 Note pressure

The Machinery of the Ship

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

9975 g/s. 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.

to have 1857-90 recorded also
70th he exchanged + 60th
substituted

1857/90

17/7/90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

LR-FAE-TB3-114