

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

No. *10663* Date of Writing Report *April 30<sup>th</sup> 1891* Port of *Glasgow* (Received at London Office, TUES. 12 MAY 1891)  
 No. in Reg. Book. *616* Survey held at *Glasgow* Date, first Survey *24<sup>th</sup> June 1890* Last Survey *May 2<sup>nd</sup> 1891*  
 on the Machinery of the *R.S.S. "City of Paris"* Master *Watkins* No. of Visits *20*  
 Tonnage Gross *10,499* Net *5,581* Vessel built at *Glasgow* By whom *James & George Thomson* When *1889* Boilers, when made (Main) *1889* Donkey *1889*  
 Registered Horse Power *2000* Engines made at *Glasgow* When *1889* Boilers, when made (Main) *1889* Donkey *1889*  
 No. of Main Boilers *nine* Owners *Human & International Co. Ltd.* Port *Liverpool* Voyage *New York*  
 Steam Pressure in Main Boilers *150 lbs* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *100 A.1*  
 in Donkey Boiler *150 lbs* (State name of Dock.) *Afloat* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *2490*  
 Last Survey No. *2490* Port *Glasgow* *F.M.C. 3/89*

## Particulars of Examination and Repairs (if any)

(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? *No*

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?

In consequence of the breaking down of the Starboard Set of Engines of this vessel (see Liverpool Report dated April 10<sup>th</sup> 1890.) these Engines have been rebuilt by Messrs James & George Thomson and in great measure renewed, the following portions of machinery have again been used viz, H.P. Cylinder, 1 Column, Port Side, 1 piece of Sole plate, T.S.P. Column Star Side, H.P. & S.P. pistons with rods, H.P. & S.P. Connect. rods (with the exception of the crank pin branes), H.P. & S.P. valve gear complete, with forward portion of weight shaft. Forward Air pump & lever plates, 5 Tunnel blocks, 1 main Condenser door. All the old Auxiliary Machinery, Reversing Engine, Turning Engine, Feed Sledge pump Engines, main Centrifugal pumps, Auxiliary Condenser, &c. with the exception of Auxiliary Centrifugal pumps, main Steam pipe in Starboard Engine Room, Two S.P. Receiver pipes and two pieces of Receiver pipes, two forward Stem tube bushes, Propeller boss and 1 blade, & 3 Crank webs.

With the exception of the above portions, this set of Engines are new. The whole of the new Shafting has been supplied by Messrs Dickson & Sheffield, and the new cast steel Columns and Soleplate by Messrs. Kessop.

The only alteration from the former arrangements in regard to machinery & boilers of this vessel is the introduction of Howden's system of forced draught (with an entire new set of four Engines (12) in place of the closed General Observations, Opinion, and Recommendation: *Stokehold System*)

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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.)

The new machinery has now been satisfactorily fitted on board & thoroughly tried under full power for over 24 hours in the Channel between the Clyde & Liverpool, the other set of Engines also working well. I am of opinion that the whole of the machinery is in good order & in working condition and eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 10 10 :  
 Special Damage Fee (per Section 28) £ : :  
 \*Certificate (if required) as per margin £ : :  
 Travelling Expenses (if chargeable) £ 2 2 :  
 Fees applied for 4/5 1891  
 Received by me, 9/5 1891

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

TUES. 19 MAY 1891

Committee's Minute

Assigned

*Dup 91*



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N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped as to spread the ink, or cause it to show through to the other side.  
It is submitted that this card is  
eligible to remain as classified,  
and to have d.r.p.s. 91 recorded

W.A.

12-5-91

ALL SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN