

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

No. *8968* Date of Writing Report *Jan 11<sup>th</sup> 1889* Port of *Glasgow*  
 No. in Reg. Book. *718* Survey held at *Glasgow* Date, first Survey *8* Last Survey *Jan 11<sup>th</sup> 1889*  
 on the Machinery of the *S.S. "City of Dublin"* Master *M<sup>r</sup>. Neil* No. of Visits *1*  
 Tonnage { Gross *3267* Net *2150* Vessel built at *Belfast* By whom *Worthman, Clark & Co.* When *1888* YEAR. MONTH. *1*  
 Registered Horse Power *350* Engines made at *Glasgow* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*  
 No. of Main Boilers *2* Owners *Messrs G. Smith & Sons.* Port *Glasgow* Voyage  
 Steam Pressure in Main Boilers *160 lbs* If Surveyed Afloat or in Dry Dock *Govan* Class of Vessel & Machinery *100 A1 8-88*  
 in Donkey Boiler (State name of Dock.) (as in Register Book.) *7 LMC 3. 88*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *Docking 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 pairs 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? ☒

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? ☒

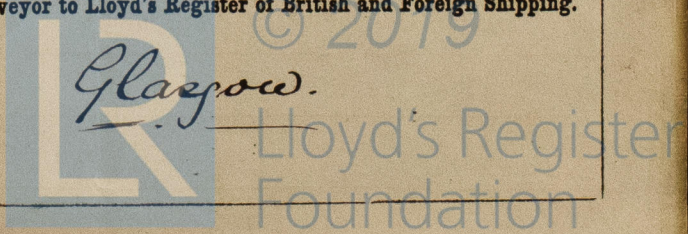
*This vessel placed in dry dock, the propeller and fastenings examined and found in order. Sea connections examined externally and found in good condition. No other parts of the machinery were submitted for Survey at this time.*

General Observations, Opinion, and Recommendation:— *As far as seen, the machinery of this vessel is in good working order, and eligible in my opinion to remain as classed.*  
 (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.)

Office or Registration Fee (per Sec. 27).....	£	—	—	Fees applied for
Survey Fee (per Section 28).....	£	—	—	188
Special Damage, Fee (per Section 28).....	£	—	—	
*Certificate (if required) as per margin.....	£	—	—	Received by me,
Travelling Expenses (if chargeable).....	£	—	—	188

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

Committee's Minute *JAN 15 1889*  
 Assigned *Remain as classed*





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.

8968 Gls.

It is submitted that this vessel is eligible to remain as classed

Ad  
14.1.89

It is from any cause the depth cannot be ascertained by internal measurements as in the case where there is no through hatchway, or where it is impracticable to measure the depth of the hold, the sounding from O to E is to be ascertained by measuring the height of the vessel from the height of top of beam to base of the sounding with the top of beam on each side, care being taken to measure on both sides to prevent error through the vessel not being a straight line.

In vessels fitted with Double Bottoms or any description the depth is to be measured from the bottom of the hold to the top of the beam.

In one, two, or three decked vessels the depth from A to B is to be measured from top of upper deck beam amidships to the top of floor.

In spar or awning decked vessels the depth from A to B is to be measured from top of main-deck beam amidships to top of floor.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

In vessels fitted with Double Bottoms the depth is to be measured from the bottom of the hold to the top of the beam.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.