

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

8968
74 JAN 1889

No. 8968 Date of Writing Report Jan 11th 1889 Port of Glasgow
 No. in Reg. Book 718 Survey held at Glasgow Date, first Survey 8 Last Survey Jan 11th 1889
 on the Machinery of the S.S. "City of Dublin" Master Mr. Neil No. of Visits 1
 Tonnage } Gross 3267 Vessel built at Belfast By whom Woolman, Clark & Co When 1888 YEAR. MONTH. 1
 Net 2150
 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 I.M.C. 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? _____

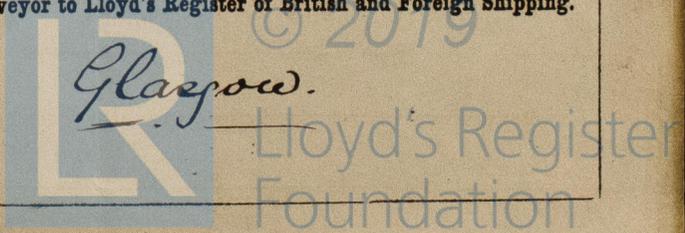
This vessel placed in dry dock, the propellers and fastenings examined and found in order. Sea connections examined externally and found in good condition. No other parts of the machinery were submitted for survey at this time.

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 25).....	£	—	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 TUES 15 JAN 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.

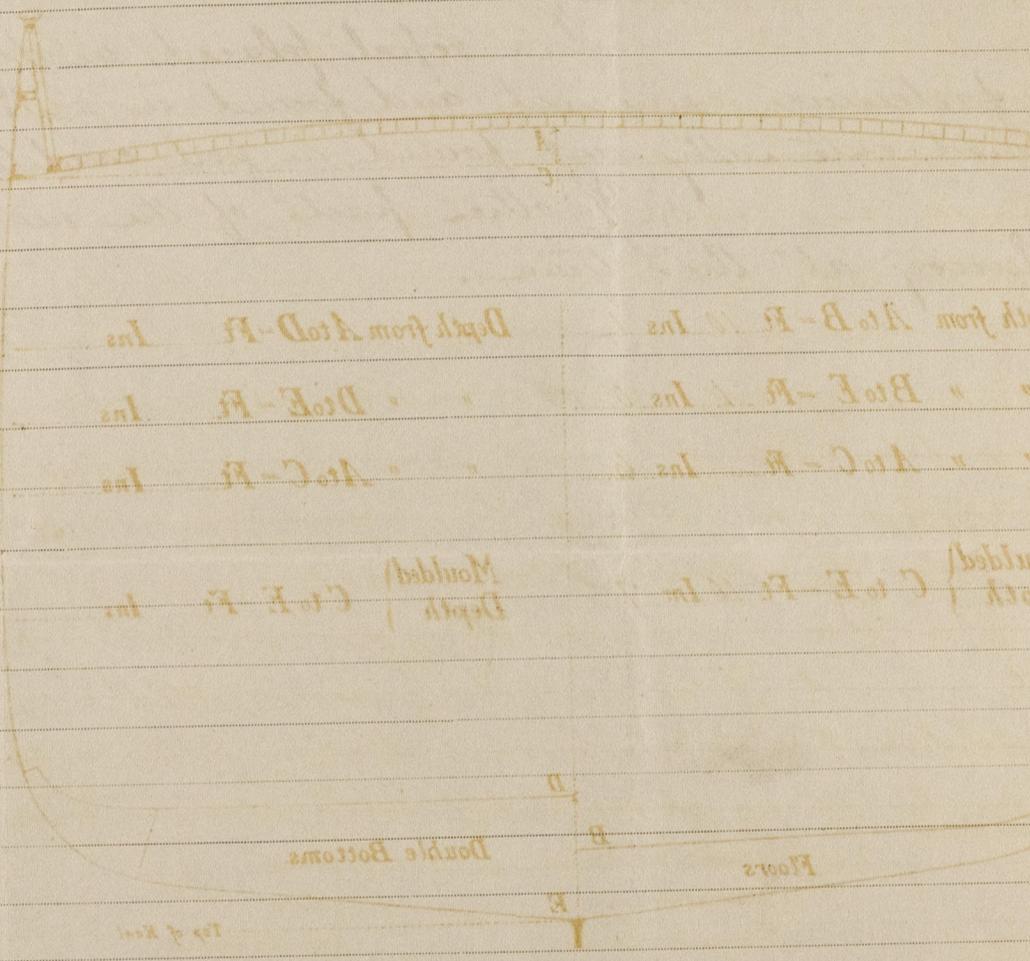
898 gls.

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

Ad
14.1.89

ARTICULARS FOR RECORD OF WOUNDED DEPTH IN LLOYD'S REGISTER

The following measurements have been taken personally by the undersigned



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 floors.

In a vessel fitted with Double Bottoms of any description, the depth is to be measured from the bottom of the keel to the top of the upper deck beam amidships to the top of floors.

From O to E is to be ascertained by measuring the height of top of beam to base of keel with the top of keel on each side, care being taken to measure on both sides to prevent error through the keel not being a straight line.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

