

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

No. *9249* Date of Writing Report *9th July 1889* Port of *Glasgow*
 No. in Reg. Book. *406* Survey held at *Glasgow* Date, first Survey *20th June* Last Survey *9th July 1889*
 Machinery of the *S.S. "City of Cambridge"* Master *J. Marr* No. of Visits *5*
 Tonnage Gross *3788* Net *2473* Vessel built at *Belfast* By whom *Workman Clark & Co* When *1882* YEAR. MONTH. *8*
 Registered Horse Power *600* Engines made at *Glasgow* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
 No. of Main Boilers *3* Owners *Messrs G. Smith & Sons* Port *Glasgow* Voyage *Indian*
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *100 A1*
 in Donkey Boiler *55 lbs* (State name of Dock.) *L.M.C. 8, 88*

Last Survey No. *872* Port *Glasgow* S.S. No. *1-87*

Particulars of Examination and Repairs (if any) *Annual*

(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? *✓*

While the above vessel was in this port. The cylinders, pistons, slide valves, shafting including crank shaft, were opened & inspected. The Main & donkey boilers with their connections, safety valves, & other mountings were opened up & examined throughout, they have now been seen under steam & the safety valves found to act in a satisfactory manner.

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 in efficient working order & in my opinion is entitled to the entry in the Register Book *✓ L.M.C. 7, 89.*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 3	<i>10/4 1889</i>
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received <i>12/7/89</i>
Travelling Expenses (if chargeable).....	£ : :	

Committee's Minute *FRIDAY 12 JULY 1889*

Assigned *BS 7/89*

Note

Charles Cooper
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Glasgow

Lloyd's Register Foundation

State if a Report is also now sent on the Ship Yes No or if not whether, and when, one will be sent.

*Certificate to be sent to

T. & S. Form No. 9—Transfer Ink—6000, 25/4/88

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

9279, 93. N.B.—If this Report is copied by Copying Press, special 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.

It is submitted that this vessel
is eligible to have B.S. 7-PG. awarded.
and L.M.C. 7-PG. when the propeller
shaft, propeller, & sea connection
have been examined.

W.D.
11-7-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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