

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

9428

No. 9428 Date of Writing Report October 14<sup>th</sup> 1889 Port of Glasgow (Received at London Office, FRIDAY 18 OCT 1889)  
 No. in Reg. Book. Survey held at Glasgow Date, first Survey Oct. 11<sup>th</sup> Last Survey Oct. 11<sup>th</sup> 1889  
702 on the Machinery of the S. S. City of Cambridge Master Marr No. of Visits One  
 Tonnage Gross 3788 Net 2473 Vessel built at Belfast By whom Workman Clarke & Co When 1882 YEAR. MONTH. 2  
 Registered Horse Power 600 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882  
 No. of Main Boilers 3 Owners G. Smith & Sons Port Glasgow Voyage Calcutta  
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Govan Dry Dock Class of Vessel & Machinery 100 A 7  
 in Donkey Boiler / (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) + LMC 888  
BS 7, 89.

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 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?  
 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 was placed in Dry Dock, and on examination found one of the blades of Propeller carried away, put on new one. All sea cocks and valves opened out and put in good order.*

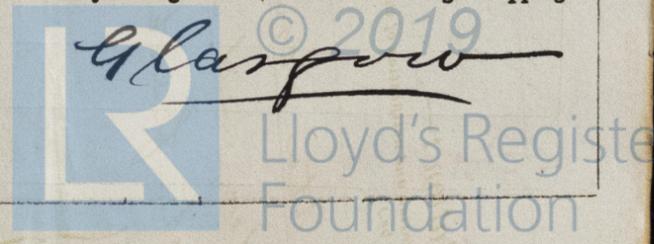
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or + L.M.C. 1/89, as the case may be.)

*I am opinion that this vessel's machinery as far as seen is in good working order, and eligible to remain as classed in Register Books, without fresh record*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 23).....	£	:	:	188
Special Damage Fee (per Section 23).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

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

Committee's Minute TUES 22 OCT 1889  
 Assigned + LMC 7/89



GLS158-0242

T. & S. Form No. 9 - Transmitter Ink - 6000, 28/1/89  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)  
 Yes  
 or if not whether, and when, one will be sent.

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

9428 *gh*

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 + LMC 7.89 recorded*

*A.H.D.  
21.10.89*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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