

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

(Received at London Office,

MON. 2 DEC 1889

No. **9508** Date of Writing Report **November 27<sup>th</sup> 1889** Port of **Glasgow**  
 No. in Reg. Book. **713** Survey held at **Glasgow** Date, first Survey **18<sup>th</sup> Novem<sup>r</sup>** Last Survey **November 27<sup>th</sup> 1889**  
 on the Machinery of the **S. S. City of Dublin** Master **Swan** No. of Visits **4**  
 Tonnage Gross **3267** Net **2150** Vessel built at **Belfast** By whom **Workman (Clarke & Co)** When **1888** YEAR. MONTH.  
 Registered Horse Power **350** Engines made at **Glasgow** When **1888** Boilers, when made (Main) **1888** (Donkey) **1888**  
 No. of Main Boilers **two** Owners **G. Smith & Sons** Port **Glasgow** Voyage **Bombay**  
 Steam Pressure in Main Boilers **160 lb** If Surveyed Afloat or in Dry Dock **Dry Dock & Afloat** Class of Vessel & Machinery  
 in Donkey Boiler **90 lb** (State name of Dock.) **Govan & Queens Dock** (As in Register Book, including date of last Boiler Survey.) **LMC 3, 88.**

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

Particulars of Examination and Repairs (if any) **Machinery & Boiler Survey** **100 A 1**  
 (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?

*This vessel was placed in Dry Dock, all sea connections were opened out, and put in good working order.*

*Propeller blades all renewed. Cylinders, pistons, valves all opened out, and on examination found in good order.*

*Crank and tunnel shafting all opened out and examined, found in good condition. Pumps all in good order.*

*Main boilers opened out cleaned and sealed, found in good condition internally, found a few leaks in bottom outside of shells, at landings, which have been thoroughly caulked.*

*Safety valves taken adrift, examined and put in good order.*

*C. & D. Boiler opened up, cleaned and sealed, and on examination found in very good condition. Safety valves examined.*

*Steam raised in Main and Donkey Boilers, and safety valves adjusted to working pressures.*

## 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.)

*The above vessel's machinery is in good and efficient working condition, and eligible in my opinion to remain as classed in Register Book, with the additional notation **LMC 11, 89.***

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : -	28/11/1889
Special Damage Fee (per Section 28).....	£ : :	Received by me, 29/11/1889
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute **TUES 3 DEC 1889**

Assigned **+ LMC 11/89**



9508 98

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It is submitted that this record  
is eligible to have + SMC 11. 89  
recorded

M.S.

2.12.89

TO WRITE ACROSS THIS MARGIN.



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