

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

(Received at London Office, THURS 9 FEB 1890)

No. 9615 Date of Writing Report Feb. 4th 1890 Port of Glasgow
 No. in Reg. Book. 702 Survey held at Glasgow Date, first Survey 23rd Jan^y Last Survey Feb. 3rd 1890
 on the Machinery of the S.S. City of Cambridge Master Marr No. of Visits 4
 Tonnage { Gross 3788 Net 2473 Vessel built at Belfast By whom Workman Clark & Coy When 1882 8
 Registered Horse Power 600 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882
 No. of Main Boilers Three Owners G. Smith & Sons Port Glasgow Voyage
 Steam Pressure— in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Afloat + Dry Dock Class of Vessel & Machinery 100 A 1 10,89
 in Donkey Boiler 55 lbs (State name of Dock.) Queen's + Gwan Docks. (As in Register Book, including date of last Boiler Survey.) S.S. Gls. No. 187

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Annual 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? Yes
 If this was not done, state for what reasons? _____
 What parts of the Boilers could not be thus thoroughly examined? _____
 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 cocks and valves, opened out and put in good working order.
Propeller Shaft drawn in and found in fair condition, Lignum-Vita renewed, also, neck bush in stem tube renewed.
All parts of machinery opened out, Cylinders, pistons valves pumps, and shafting all examined, H. P. Cyl. cover found cracked, a new one has been fitted in a satisfactory manner.
Main boilers opened out, on examination found in good order, safety valves and all other boiler mountings put in good working condition.
D. Boiler opened out found tubes, wasted away very much, the plain tubes have all been renewed.
All other parts of boiler in fair condition. Safety valves and other mountings all put in good working order.
Steam raised in Main + Donkey Boilers, and safety valves adjusted to working pressures.

General Observations, Opinion, and Recommendation:—

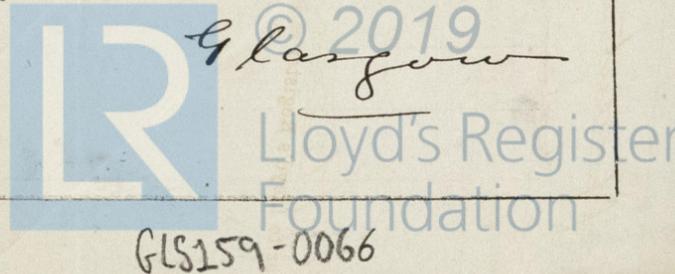
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, E. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The machinery of this vessel, is in good and efficient working condition, and eligible in my opinion to have the notation in Register Book. **L.M.C. 2, 90**

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 4/2/90 received by me, 5/2/90
Survey Fee (per Section 28).....	£ 2 : 10:	
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute FRIDAY 7 FEB 1890
 Assigned L.M.C. 2, 90



State if a Particular is also to be entered in the Machinery of the Ship

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

9615 *ep*

*This submitted that this
vessel is eligible to
have + L.N.C. 2-90
recorded
W.A.
6-2-90*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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