

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

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 & Co.* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
 Registered Horse Power *600* Engines made at *Glasgow* Owners *G. Smith & Sons* Port *Glasgow* Voyage *100 A 10,89*
 No. of Main Boilers *Three* If Surveyed Afloat or in Dry Dock *Afloat & Dry Dock* Class of Vessel & Machinery *S.S. 96. No. 187*
 Steam Pressure in Main Boilers *80 lbs* (State name of Dock.) *Queen's & Govan Docks.* (As in Register Book, including date of last Boiler Survey.)
 in Donkey Boiler *55 lbs*

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 :—

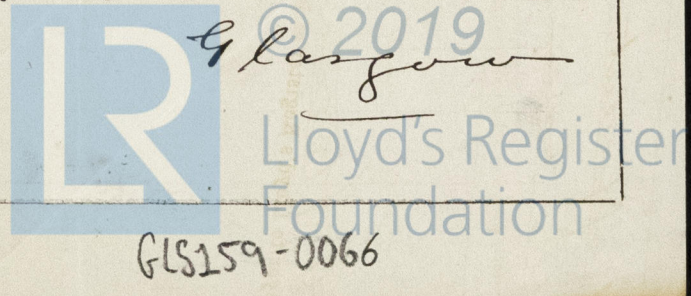
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

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
Survey Fee (per Section 28).....	£ 2 : 10:	<i>4/2/90</i>
Special Damage Fee (per Section 26).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>5/2/90</i>

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*



GLS159-0066

9615 g/b

It is submitted that this

vessel is eligible to

have + L.M.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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