

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

(Received at London Office,

MON 5 MAY 1890

No. **9804** Date of Writing Report **May 2nd 1890** Port of **Glasgow**
 No. in Reg. Book. **696** Survey held at **Glasgow** Date, first Survey **24th April** Last Survey **April 30th 1890**
 on the Machinery of the **S. S. City of Bombay** Master **No. of Visits 5**
 Gross Tonnage **4492** Net Tonnage **2938** Vessel built at **Belfast** By whom **Worthman Clark & Coy.** When **1885** YEAR. MONTH. **8**
 Registered Horse Power **650** Engines made at **Glasgow** When **1885** Boilers, when made (Main) **1885** (Donkey) **1885**
 No. of Main Boilers **Three** Owners **G. Smith & Sons** Port **Glasgow** Voyage
 Steam Pressure in Main Boilers **90 lbs** If Surveyed Afloat or in Dry Dock **Both** Class of Vessel & Machinery **100A7 589**
 in Donkey Boiler **70 lbs** (State name of Dock.) **Govan & Luemo Dock** (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) **L.M.C. 888**

Particulars of Examination and Repairs (if any) **S. S. No 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**

What 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 placed in Dry Dock, all sea cocks and valves, opened out and put in good working order.
Propellor and fastenings all in good order.
Main Boilers opened out, and examination found in good condition, safety valves and all other boiler mountings overhauled and put in good working order.
All parts of machinery opened out, including cybo, pistons, valves, pumps & connections, and shafting, all examined & found in good working order.
A. D. Boiler examined over all parts, safety valves taken adrift and put in good order.
Steam raised in Main & Donkey Boilers found tight and satisfactory, safety valves adjusted to safe 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 remain as classed in Register Book, with the additional record. **L.M.C. 4.90**

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for 2/5 1890 <i>(Signature)</i>
Survey Fee (per Section 28)	£	5	10	
Special Damage Fee (per Section 29)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 3/5 1890 <i>(Signature)</i>

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

Committee's Minute **TUES 6 MAY 1890**

FRI 29 AUGUST 1890

TUES 18 DEC 1890

Assigned **+ Lmb 4/90**



GLS159 - 0334

T. & A. Registrar of Shipping, 9, Abchurch Lane, London, E.C. 4.

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

9807-96

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.

It is submitted that this record
is eligible to have
+ L.M.C. 4-90
recorded.
W.A.
5-5-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.