

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

No. 10445 Date of Writing Report 19th Jan 1891 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 12.1.91 Last Survey 19th Jan 1891
 571 on the Machinery of the S.S. "City of Cambridge" Master Barkham No. of Visits 3
 Tonnage Gross 3788 Net 2473 Vessel built at Belfast By whom Workman Clark & Co When 1882 8
 Registered Horse Power 600 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey)
 No. of Main Boilers 3 Owners G. Smith & Sons Port Glasgow Voyage
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Queen's Dock
 in Donkey Boiler 50 lbs (State name of Dock.) Govan Dry Dock Class of Vessel & Machinery 100A.1 2.90
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) LMC 2.90

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Annual Boiler 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?
 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?

The main boilers were opened up and examined throughout and found in good condition, Safety Valves and other mountings were overhauled, examined and put in good order.
The donkey boiler was opened up together with its safety valves, examined and found in good order.
When in dry dock all sea cocks were examined, along with the propeller and its fastenings and found in good order.
The safety valves of main boilers were adjusted under steam to their safe working pressure.
It is intended to float the safety valves of donkey boiler at Liverpool, and the Surveyors there have been informed to that effect.

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 appears to be in good order, and eligible in my opinion to remain as classed, with the additional notification in the Register Book B.S. 1.91. Subject to the donkey boiler, seen under steam, as stated above.

Fee or Registration Fee (per Sec. 27)..... £ : : Survey Fee (per Section 28)..... £ 2 : 10 : - Special Damage Fee (per Section 28)..... £ : : *Certificate (if required) as per margin..... £ : : Travelling Expenses (if chargeable)..... £ : :	Fees applied for 22/11 1891 received by me, 23/11 1891	
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James Hoarvey
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Assigned *Deferred for completion*
 TUE 27 JAN 91 FRI - 5 FEB 91 TUES. 5 MAY 1891
 Glasgow
 Lloyd's Register Foundation
 GLS161-0275

if a Report is made so if not whether, and when, one was...
 T & S.
 10000-21,500-Tr. below the...
 on...

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

10445-91

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 the vessel will be eligible to have B.S. 1-91 recorded, when the safety valves of the donkey boiler, have been adjusted under steam.

W.A.

26-1-91



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CROSS THIS MARGIN