

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

No. *10445* Date of Writing Report *19th Jan* 18 *91* Port of *Glasgow*
 No. in Reg. Book. *571* Survey held at *Glasgow* Date, first Survey *12.1.91* Last Survey *19th Jan 1891*
 on the Machinery of the *S. S. "City of Cambridge"* Master *Barham* 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.12.90*
 Last Survey No. Port Repairs on account of Damage should be separated from

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.*

Survey Fee (per Section 28)	£ 2 : 10 : -	Fees applied for	<i>22/11 1891</i>
Special Damage Fee (per Section 28)	£ : : :	received by me,	<i>23/11 1891</i>
*Certificate (if required) as per margin	£ : : :		
Travelling Expenses (if chargeable)	£ : : :		

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

10445-96

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

W.A.

26-1-91



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ACROSS THIS MARGIN