

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

1894

No. 10594 Date of Writing Report 6<sup>th</sup> April 18 Port of Glasgow  
 (Received at London Office, THURS. 9 APR 1891)  
 No. in Reg. Book 564 Survey held at Glasgow Date, first Survey 31/3 Last Survey 4<sup>th</sup> April 1891  
on the Machinery of the S.S. City of Bombay Master J. Marr No. of Visits 3  
 Tonnage Gross 4492 Net 2938 Vessel built at Belfast By whom Workman Clark When 1885 8  
 Registered Horse Power 850 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 East  
 Steam Pressure in Main Boilers 90 lbs If Surveyed Afloat or in Dry Dock afloat Class of Vessel & Machinery 100A1, 8, 90  
 in Donkey Boiler 70 (State name of Dock.) Queen's Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 4.90  
 Last Survey No. 10594 Port Glasgow

Particulars of Examination and Repairs (if any) Annual Boiler Survey S.S. 2nd 90  
 (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.*

*At this time a new HP Valve casing has been fitted in a satisfactory manner.*

*The cylinders pistons valves pumps and their connections were opened out and found in good order. Crank thrust and tunnel shafting overhauled, examined, and found in good order.*

*Steam was raised in both main and donkey boilers and their safety valves adjusted to their respective 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 appears to be in good working order, and eligible in my opinion to remain as classed with the additional notification B.S. 4.91 in the Register Book*

Office or Registration Fee (per Sec. 21) £ : :  
 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

6/4 1891

Received by me,

8/4 1891

*James Harvey*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

*B.S.*

*B.S. 4/91*

FRI. 10 APR 1891



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Lloyd's Register

GLS162-0020

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



10594 GLO

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 is eligible to  
have B.S. 4-91  
awarded—  
W.A.  
9-4-91



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.