

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

(Received at London Office, THURS. 7 MAY 1891)

No. 10653 Date of Writing Report 2<sup>d</sup> May 1891 Port of Glasgow  
 No. in Book. Survey held at Glasgow Date, first Survey and Last Survey 1<sup>st</sup> (May) 1891  
 83 on the Machinery of the S.S. "City of Dundee" Master E. Halley No. of Visits 1  
 Gross 3427 Vessel built at Belfast By whom Workman Clark & Co. Ltd. When 1890 - 8  
 Net 2612 Engines made at Glasgow When 1890 Boilers, when made (Main) 1890 (Donkey) 1890  
 Registered Horse Power 350 Owners J. Smith & Sons Port Glasgow Voyage Indian  
 of Main Boilers ✓  
 Steam Pressure in Main Boilers ✓  
 in Donkey Boiler ✓  
 If Surveyed Afloat or in Dry Dock (State name of Dock.) Laver  
 Class of Vessel & Machinery + 100A1  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 8-90  
 Last Survey No. Port + L.M.C. 8-90

## Particulars of Examination and Repairs (if any) Docking

(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? No  
 If this was not done, state for what reasons? Not required  
 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?

Vessel in dry docks, sea-connections externally; propeller and fastenings examined and found in good order.

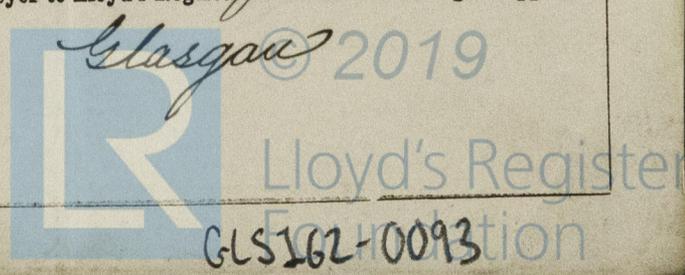
## General Observations, Opinion, and Recommendation:—

(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.)  
 This vessel's machinery, as far as seen, appears to be in an efficient condition, and is eligible, in my opinion, to remain as classed, without fresh records of survey.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

R. J. Newidge  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FEB. 8 MAY 1891  
 Assigned as now



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

10653 gts

It is submitted that this vessel is eligible to remain as closed

W.A.  
7-5-91

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.

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*[Faint, illegible handwriting throughout the page, likely bleed-through from the reverse side.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation