

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

11388

No. 11388 Date of Writing Report 28th March 1892 Port of Glasgow (Received at London Office) MON. 28 MAR 1892

No. in Reg. Book 542 Survey held at Glasgow Date, first Survey 13th March Last Survey 21st March 1892

on the Machinery of the S.S. City of Bombay Master Murr No. of Visits 5

Tonnage Gross 4492 Net 2938 Vessel built at Belfast By whom Workman Clark & Co. When 1885 Boilers, when made (Main) 1885 (Donkey) 1885

Registered Horse Power 650 Engines made at Glasgow Owners G. Smith & Sons Port Glasgow Voyage Indian

No. of Main Boilers Three If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A1

Steam Pressure in Main Boilers 90 lbs. in Donkey Boiler 70 lbs. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual Boiler Repairs

(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 Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " Yes

If this was not done, state for what reasons? Yes

What parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

At what pressure were they afterwards adjusted under steam? 90 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 70 lbs

When this vessel was in dry dock, all the sea-cocks were examined and put in good order.

The cylinders, slide valves, pistons, pumps, crank & tunnel shafting, were examined, and found in safe working condition.

The main boilers and mountings were examined; they are in good condition throughout. On examination of the donkey boiler, the screwed stays to combustion chamber back and sides were found considerably reduced in section by corrosion. Forty-two stays have been cut out, and new ones fitted.

Steam has been raised on all the boilers, and the safety valves adjusted to their respective pressures.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, (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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.) is, in my opinion, in good order, and eligible to have notification in the Register Book L.M.C. 3-92.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 24/3/92

Survey Fee (per Section 28) £ 2: 10: : Received by me, 25/3/92

Special Damage Fee (per Section 28) £ : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Travelling Expenses (if chargeable) £ : : Glasgow

*State if Certificate is required

Committee's Minute TUES. 29 MAR 1892

Assigned + L.M.C. 3, 92

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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 for
THE RECORD + 4mc. 392

Ans 28 392



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