

No. 13080

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

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 18 Port of *Glasgow* JUL 1894

No. in Reg. Book *620636* Survey held at *Glasgow* Date, First Survey *25th June* Last Survey *6th July 1894*

on the Machinery of the *Wood, Iron or Steel* *P.P. City of Cambridge* Master *A. Black*

Tonnage { Gross *3788* Net *2473* Vessel built at *Belfast* By whom *Wrightman Hart & Co* When *1882* YEAR. MONTH. *8*

Registered Horse Power *100* Engines made at *Glasgow* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*

No. of Main Boilers *Three* Owners *G. Smith & Sons* Port *Glasgow* Voyage *Calcutta*

No. of Donkey Boilers *one* ☒ Surveyed Afloat ☒ in Dry Dock *Soran* (State name of Dock.)

Steam Pressure— in Main Boilers *80 lbs* in Donkey Boilers *50 lbs*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assessed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>*100A1.8.92</i>		<i>*LMC.F.93</i>
<i>SS. Glas 902.92</i>		

Last Survey No. Port

Particulars of Examination and Repairs (if any) *See SS 9103*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

Do. " Donkey " " "

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?

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

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

on the return of the vessel to this Port in about four months when in dry dock all sea cocks & connections were overhauled, the tail end shaft was drawn in & on examination found in good order. To complete this survey the cylinders, pistons slide valves pumps & shafting have to be examined

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, 140 lb., F.D., &c.)

machinery of this vessel is in good order & in my opinion eligible to remain as classed, without fresh record of survey

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

State if Certificate is required

Committee's Minute TUES. 17 JUL 1894

Assigned B.S. 7. 94

A. McHard
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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Foundation

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