

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

(Received at London Office) WED. 22 AUG 1894

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

No. in Reg. Book *6449* Survey held at *Glasgow* Date, First Survey *Aug 6<sup>th</sup>* Last Survey *Aug 21<sup>st</sup> 1894*

on the Machinery of the *Wood, Iron or Steel* *P.P. City of Dublin* Master *Gunnham*

Tonnage { Gross *326* Net *2150* Vessel built at *Belfast* By whom *John Burns & Co* When *1888* 1

Registered Horse Power *380* Engines made at *Glasgow* When *1888* Boilers, when made (Main) *1888* (Donkey)

No. of Main Boilers *1* Owners *C. Smith & Sons* Port *Glasgow* Voyage *Calcutta*

No. of Donkey Boilers *one* If Surveyed Afloat or in Dry Dock *Swan* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *10 1/2* in Donkey Boilers *9 1/2*

Last Survey No. *1000A* Port *Glasgow*

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

CHARACTER.	Years Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>X</i> 1000A 494		<i>B.S. 12. 93</i>
<i>SS. 8101. 92</i>		<i>L.M.C. 7. 92</i>

(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?

When this vessel was in the above dry dock all sea coasts & connections were overhauled, the propeller shaft was drawn in for examination a flaw was found at end of optic liner, a new shaft has now been fitted. This shaft was made by the Darlington Forge & finished by the London & Glasgow Engineering Co, for examination appeared to be sound & free from defects.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is now 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	Received by me,	
Survey Fee (per Section 28)..... £			18
Special Damage Fee (per Section 28)..... £			
Travelling Expenses (if chargeable)..... £			18

*C. E. Brown*  
*A. M. Reid*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute *FRIDAY 24 AUG 1894*

Assigned *As now*



13136 Geo

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.

On acct of a flaw having been found  
in the propeller shaft  
A new one was fitted

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

W.A.  
22. 8. 94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

