

No. 13420

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

(Received at London Office) *GLASGOW JUN 1895*

Date of writing Report *18* When handed in at Local Office *18* Port of *Glasgow*
 No. in Reg. Book *636* Survey held at *Glasgow* Date, First Survey *7th May* Last Survey *22 May 1895*
 on the Machinery of the *Wood, Iron or Steel* *S. S. City of Cambridge* Master *J. Black*
 Tonnage { Gross *3844* Net *2498* Vessel built at *Belfast* By whom *Workman Clark & Co* When *1882* YEAR. MONTH. *8*
 Registered Horse Power *600* Engines made at *Glasgow* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
 No. of Main Boilers *2 D.B.* Owners *G. Smith & Son* Port *Glasgow* Voyage *Calcutta*
 No. of Donkey Boilers *one*
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Govan Dry Dock* 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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>T100 A1</i>		<i>+ L.M.C</i>
<i>7.94</i>		<i>8.93</i>
<i>SB No 2 90</i>		<i>13.8</i>
		<i>7.94</i>

Last Survey No. *S. S. No 3* Port *Glasgow*

Particulars of Examination and Repairs (if any) *S. S. No 3*

(Periodical Surveys, when held, must be reported in detail and verbatim 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? *Yes and found them in a good condition*
Do. " Donkey " *Yes and found it in a good condition*

If this was not done, state for what reasons? *None*
And what parts of the Boilers could not be thus thoroughly examined? *None*

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? *None*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes and found them in a good condition*
At what pressure were they afterwards adjusted under steam? *80 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes and found them in a good condition*
To what pressure were they afterwards adjusted? *50 lbs.*

If the Survey is not complete state what arrangements have been made for its completion? *None*

The main boiler furnace back ends seams were occasionally cracked through some of the rivet holes but were in my opinion in a good working condition.

In the donkey boiler right hand furnace the combustion chamber side plate, near the longitudinal furnace seam had worked away locally. A hole was drilled through this place and a patch with one belt fitted. This patch is covered with brickwork and is not exposed to the direct action of the flame.

This vessel's tackle was drawn in last July. See Glasgow report No. 13080.

Examined the sockets & connections & found them good.

Examined the cylinders slides, pumps, crank - thrust - and funnel shafts and found them good.

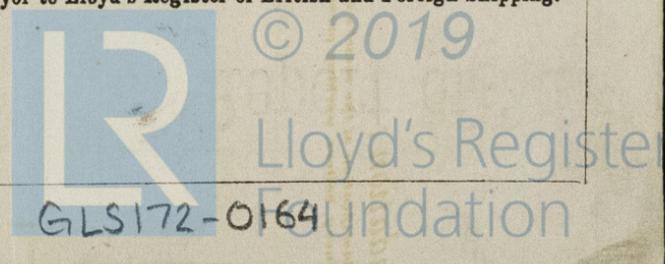
Note. This vessel is fitted with 3 double ended elliptical boilers and 3 horizontal
General Observations, Opinion, and Recommendation:— *None.*

(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. 494, B.M.S. 494 or L.M.C. 194, 110 lb., F.D., &c.)
The machinery of this vessel is in a safe working condition and eligible in my opinion for the record + L.M.C. 5.95

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *5.10* : :
 Special Damage Fee (per Section 28) £ *4.19* : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *29/5/95*
 Received by me, *J. H. Brown* £ *4.6* 1895

J. H. Brown
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute *FRI 7 JUN 1895*
Assigned *+ L.M.C 5.95*



16-LAPH-Form No. 9—Transfer Ink—5,000
The Surveyors are requested not to write on or below the space for Committee's Minute.
*Certificate
State if a copy of this report is required, and if so, of what parts, and when, one will be sent.
Insert Character of Ship and Machinery precisely as in the Register Book.

13720-ys

It is submitted that
this vessel is eligible for

THE RECORD: + LMC 5,95

The record of Main Boilers
to be allowed to

3DB

FRR

A. G. G. G.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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