

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

487/178

No. 723 Date of Writing Report 19 Jan 1889 Port of London (Received at London Office, SAT 19 JAN 1889)

No. in Reg. Book. 723 Survey held at London Date, first Survey 4 Dec Last Survey Jan 19 1889

on the Machinery of the Iron S.S. "City of Ghent" Master Bryan No. of Visits

Tonnage	Gross <u>119</u>	Vessel built at <u>Grimsby</u>	By whom <u>J. Charlton</u>	When <u>1871</u>	YEAR. MONTH.
	Net <u>199</u>	Engines made at <u>London</u>	When <u>1881</u>	Boilers, when made (Main) <u>1881</u>	(Donkey) <u>1881</u>
Registered Horse Power	<u>40</u>	Owners <u>D C Thomas & Son</u>	Port <u>London</u>	Voyage <u>Dunblin</u>	
No. of Main Boilers	<u>1</u>	If Surveyed Afloat <u>in Dry Dock</u>	Upright <u>in Dry Dock</u>	Class of Vessel & Machinery <u>A1-586</u>	<u>LME-4,84</u>
Steam Pressure in Main Boilers	<u>80</u>	(State name of Dock.) (As in Register Book.)			
in Donkey Boiler	<u>60</u>				

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Boiler Survey S.S.

(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? Yes

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? _____

Main boiler Examined internally & externally & found in good condition, Two slight holes cut at front end of boiler, and twelve new screw stays fitted in the back of each combustion chamber. Main safety valves examined found good & blown under steam at 77 lbs per sq inch. Winch boiler & Safety valves examined & found good safety valve blown under steam at 60 lbs per sq inch. Cy linders slides valves, air circulating feed & bilge pumps & valves, crank thrust & tail shaft & sea cocks found good. Tail shaft, a liner shrunk on after end & a new cast iron stern tube fitted.

General Observations, Opinion, and Recommendation: -- The machinery being now as far as seen in a sound & efficient condition, renders the vessel eligible in my opinion to remain as classed and to have LME-12,88 recorded

(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.)

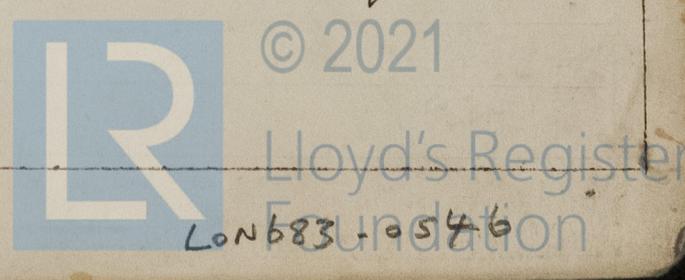
Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 3 : 3 : 0	<u>21.1.1889</u>
Special Damage, Fee (per Section 28)	£ : :	received by me,
*Certificate (if required) as per margin	£ : 2 : 6	
Travelling Expenses (if chargeable)	£ : :	<u>2/1.1889</u>

bert
Thos. L. Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Assigned

TUES 22 JAN 1889 FRIDAY 14 JUNE 1889

LME 12/88
1/89



T. & S. Form 100 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

It is submitted that this
vessel is eligible to have

GMC ~~12.00~~ recorded

1.89

Md.

Md.

21.1.89



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