

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

No. 723 Date of Writing Report 19 Jan 1889 Port of London
Reg. Book. Survey held at London Date, first Survey 4 Dec Last Survey Jan 19 1889
on the Machinery of the S.S. "City of Ghent" Master Bryan No. of Visits
Tonnage { Gross 119 Vessel built at Grimsby By whom J. Charlton When 1871 YEAR. MONTH.
Net 199 Engines made at London When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
Registered Horse Power 40 Owners D C Thomas & Son Port London Voyage Dundirk
No. of Main Boilers 1 If Surveyed Afloat in Dry Dock Union Dock & River Class of Vessel & Machinery A1 - 586
Steam Pressure in Main Boilers 80 (State name of Dock.) (As in Register Book.) LMC-4,84
in Donkey Boiler 60

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 sight 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 LMC-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
Special Damage, Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	2	6
Travelling Expenses (if chargeable).....	£	:	:	

received by me, 2/1 1889

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

Committee's Minute

Assigned

TUES. 22 JAN 1889

FRIDAY 14 JUNE 1889



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Lloyd's Register
LON 683-0546

It is submitted that this
vessel is eligible to have

LMC ~~12.00~~ recorded

1.89

ML

ML

21.1.89



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Foundation