

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

WED. 6 DEC 1893

(Received at London Office)

Date of writing Report 5.12.93 18 93 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Nov. 22 Last Survey Dec. 5 1893

650 on the Machinery of the Wood, Iron or Steel S.S. "City of London" Master (No. of Visits)

Tonnage	Gross <u>357</u>	Vessel built at <u>Nure</u>	By whom <u>Schlesinger, Davis &amp; Co</u>	When <u>1891 - 12</u>
	Net <u>182</u>	Engines made at <u>do</u>	When <u>1891</u> Boilers, when made (Main) <u>1891</u> (Donkey)	
Registered Horse Power	<u>50</u>	Owners <u>D. G. Thomas &amp; Sons</u>	Port <u>London</u>	Voyage
No. of Main Boilers	<u>1</u>	<input checked="" type="checkbox"/> Surveyed Afloat or in Dry Dock <u>Union</u>		
Steam Pressure in Main Boilers	<u>160 lbs</u>	(State name of Dock.)		
in Donkey Boiler				

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100 A1</u> <u>8.93.</u>	<u>LMC. 52.91</u>

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?

Vessel placed in dry dock, when it was found that the tail shaft was broken short off at After end of After liner, & the propeller lost

Recommended the Engines to be opened out for examination when the crank shaft was found flawed in After journal & in both sets of After crank. A new tail end shaft & new crank shaft now fitted. The stern bush renewed & the shafting lined up. The remainder of Engines on examination found in good condition together with the sea connections

General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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: thus, for example, B.S. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

appears eligible to remain as classed.

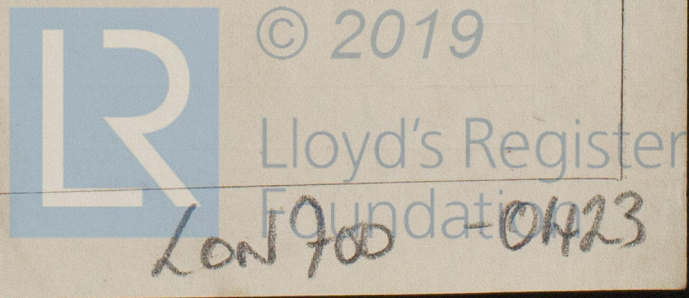
Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ ✓ : ✓	<u>11.12.93</u>
Special Damage Fee (per Section 28)	£ 3 : 3	Received by me,
Travelling Expenses (if chargeable)	£ : :	<u>12/12/93</u>

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

\*State if Certificate is required

Committee's Minute TUES. 12 DEC 1893

Assigned As now



18-133 PE Form No. 3—Transfer Ink—10,000, 20, 193.

\*Certificates to be sent to

(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  
remain **AS CLASSED**.

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 account of damage,  
a new tail shaft,  
propeller & crankshaft  
have been fitted, the  
steam bush has  
been unwooded,  
& the shafting  
lined up —

Robt  
11/12/93 —



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.