

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 18 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 357
 Net 182 Vessel built at Nure By whom Schlesinger, Davis & Co When 1891 - 12
 Registered Horse Power 50 Engines made at do When 1891 Boilers, when made (Main) 1891 (Donkey)
 No. of Main Boilers 1 Owners D. G. Thomas & Sons Port London Voyage
 Steam Pressure in Main Boilers 160 lbs Surveyed Afloat or in Dry Dock Union
 in Donkey Boiler _____
 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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100 A1</u> <u>8.93.</u>		<u>L.M.C. 52.91</u>

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.)

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 stem
 bush reworked & 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)..... £ : :
 Survey Fee (per Section 28)..... £ ✓ : ✓
 Special Damage Fee (per Section 28)..... £ 3 : 3
 Travelling Expenses (if chargeable)..... £ : :

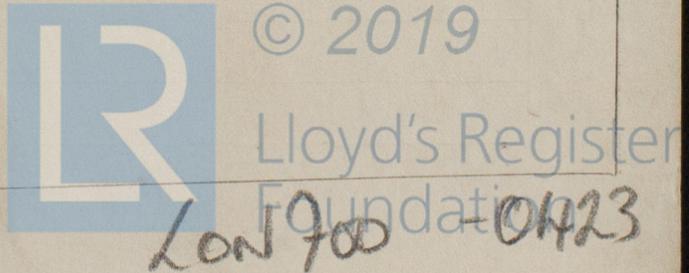
Fees applied for
11.12.1893
 Received by me,
D.W. 12.

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



St. 11 or if n...
 *Certificates to be sent to...
 (The Surveyors are requested not to write on or to use the space for Committee's Minutes.)
 14-1893-Form No. 3-Transfer Ink-10,000, 20/1/93.

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

It is submitted that
this vessel is eligible
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
aluminum bush has
been renewed,
& the shafting
lined up —

Prob
11/12/93 -

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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