

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

(Received at London Office) TUES. 11 DEC 1894

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

No. in Reg. Book. Survey held at London Date, First Survey Dec. 3 Last Survey Dec. 10 1894 (No. of Visits 2)

671 on the Machinery of the Wood, Iron or Steel S.S. "City of London" Master

Tonnage Gross 357 Net 182 Vessel built at Nure By whom Schlingner, Davis & Co When 1891 - 12

Registered Horse Power 50 Engines made at a When 1891 Boilers, when made (Main) 1891 (Donkey)

No. of Main Boilers 1 Owners D. C. Thomas & Sons Port London Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lbs. N Surveyed Afloat or in Dry Dock Union (State name of Dock.)

Last Survey No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Dam. to Hull
(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, sea counts: 14d. & found in good condn.
the propeller & its fastenings sound & the tail shaft a good fit in stern bush.
All the discharge valves on Port side removed on damaged plate, & reprinted after repairs

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 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. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, 140 lb., F.D., &c.)

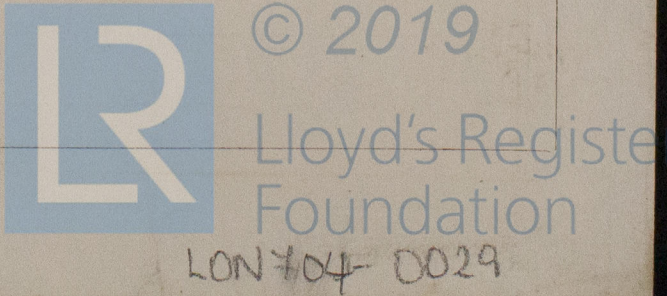
appr. eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee (per Section 28) £ : : 18
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : : Received by me, 18

*State if Certificate is required.

Committee's Minute FRIDAY 14 DEC 1894

Assigned As now



on account of damage to
Hull -

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.

Several discharge valves
taken off & rejoined

It is submitted that
this vessel is eligible to
remain AS CLASSED.

A R S

12-12-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation