

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

(Received at London Office **WED. 11 AUG 1895**)

Date of writing Report 13th August 95 When handed in at Local Office 18 Port of London

No. in Reg. Book 189 Survey held at London Date First Survey 2nd August Last Survey 10th August 1895

on the Machinery of the Wood, Iron or Steel City of London Master J. Berry

Gross Tonnage 351 Net 182 Vessel built at Newcastle By whom Schlesinger Davis & Co When 1891-12

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

No. of Main Boilers one Owners J. C. Thomas & Sons Port London Voyage Brussels

No. of Donkey Boilers one Steam Pressure 160 lb Surveyed Afloat in Dry Dock Union (State name of Dock.)

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 allowed now applied.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100 A1</u> <u>1.95</u>		<u>+ L.M.C.</u> <u>12.91</u>

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Special Survey

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 notices being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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? Yes

Do. " Donkey " " " Yes

Was this not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

What pressure were they afterwards adjusted under steam? 16.3 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

What pressure were they afterwards adjusted? 80 lbs

Has the propeller shaft been drawn and examined at this time? Yes

If survey is not complete state what arrangements have been made for its completion? ✓

Propeller placed in Dry Dock. Examined propeller, Sea Connections fastenings to same & found satisfactory. Fore liner propeller shaft found badly cut & after liner found worn, these liners have been renewed & stem bush bored out. Examined H.P. M.P. & L.P. Glinders, pistons (new springs fitted H.P.), Valves & faces (H.P. Valve & face trued up), Condensers, Crank and Thrust shafting, Air & Circulating pumps and found satisfactory. Feed & Bilge pump ramis trued up, neck rings renewed & glands rebushed. Feed Check Valves (main & key) renewed.

Examined Main Boiler externally & internally & Safety Valves to same & found satisfactory. Check at fore end of boiler renewed. Examined Donkey Boiler externally & internally. Condition satisfactory. Rivets renewed in Fuelbox & Safety Valve trued up.

Run Main & Donkey Boilers under steam & adjusted Safety Valves to working pressures.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in a satisfactory & safe working condition & is in my opinion fit to land + L.M.C. 8.95 recorded in Register of this Society.

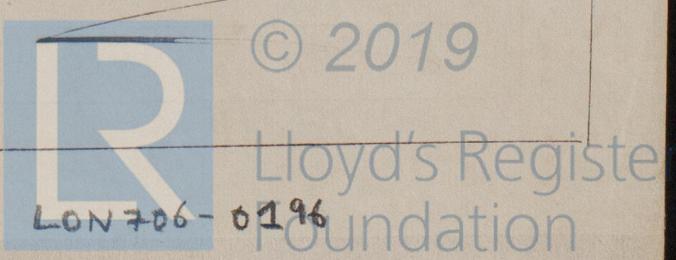
MACHINERY CERTIFICATE

Registration Fee (per Sec. 27)	£ WRITTEN	Fees applied for
Fee (per Section 28)	£ 3 10 0	<u>13th Aug 1895</u>
Damage Fee (per Section 28) Less 10%	£ 7 0	
Expenses (if chargeable)	£ 3 3 0	Received by me, <u>19/9/95</u>

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

Committee's Minute TUES. 20 AUG 1895

Recorded + L.M.C. 8.95



on account of Wear & Tear
Moderate repairs effected

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.

to Machinery

It is submitted that
this vessel is eligible for
THE RECORD. \pm LMC 8.95

A R H
16.8.95

[Faint, mostly illegible handwritten text in cursive script, likely bleed-through from the reverse side of the page.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation