

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

SAT. JUL 23 1896

(Received at London Office)

Date of writing Report 24 July 1896 When handed in at Local Office

Port of London

No. in Reg. Book. Survey held at London

Date, First Survey 17 July Last Survey 23 July 1896

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

Tonnage { Gross 337 Net 182  
Registered Horse Power 50  
No. of Main Boilers one  
No. of Donkey Boilers one  
Steam Pressure in Main Boilers 16 lb  
in Donkey Boilers 8 lb

Vessel built at Newcastle

By whom Messrs. Davis & Co. When 1891 Boilers when made (Main) 89 (Donkey) 89

Engines made at Newcastle

When 89 Boilers when made (Main) 89 (Donkey) 89

Owners J. C. Thomas & Sons

Port London

Voyage Brussels

Surveyed at in Dry Dock Union

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 to expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 H.P. 11.95		+2 Lm C
S.S. Lm No 1-95		8.95

Last Survey No. Port

Particulars of Examination and Repairs (if any) Protection

(Periodical surveys, when held, must be reported in detail and serialim 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?

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

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock. Examined Propeller & all sea connection fastenings & found them satisfactory. The Propeller shaft on examination was found to be fractured circumferentially at fore end of cone - a new shaft has been fitted, the Certificate for same is appended. The Stern Bush has been renewed.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, as far as seen, is now in a safe working condition and eligible in my opinion 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)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

\*State if Certificate is required

Committee's Minute FRI. JUL 31 1896

Assigned as now



Cause not stated. New screw ship

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.

45/100 bush fitted.

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

Emf.  
28-7-96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation