

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

(Received at London Office)

FRI JAN 8 1897

Date of writing Report 7 Jan 96 18 96 When handed in at Local Office 18 Port of London

No. in Reg. Book 722 Survey held at London Date, First Survey 1 Jan Last Survey 1 Jan 1896 (No. of Visits 3)

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

Tonnage { Gross 357 Net 182 Vessel built at Newcastle By whom Lehlesinger, 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 in Main Boilers 160 lb in Donkey Boilers 80 lb If Surveyed Afloat or 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 Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 H. 7. 96</u>		<u>+Lm C 8. 95</u>
<u>S.S. No. 1 - 95</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? NoDo. " Donkey " " " NoIf this was not done, state for what reasons? Not open for surveyAnd 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? NoHas 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
Bush & all sea connection fastenings and
found them satisfactory.

General Observations, Opinion, and Recommendation: The Machinery of 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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 120 lb., F.D., &c.)
so far as seen, is now in a safe working condition
& 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) £ : ✓
 Travelling Expenses (if chargeable) £ : ✓ Received by me, 18

*State if Certificate is required

Committee's Minute

TUES 19 JAN 1897

Assigned as now

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



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Lloyd's Register
Foundation

LON711-0292

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

R.L.
18/1/97.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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