

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

(Received at London Office)

FRI. 18 FEB 1898

Date of writing Report 17 Feb 1898 When handed in at Local Office 18 Feb 1898 Port of London

No. in Reg. Book 735 Survey held at London Date, First Survey 1 Feb Last Survey 16 Feb 1898

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

Tonnage { Gross 357 Net 182 Vessel built at Newcastle By whom Schlesinger Davis & Co When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

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

No. of Main Boilers one Owners J. B. Thomas & Son Port London Voyage Brussels

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Union Pier & B. 7 Wharf Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 80 lbs (State name of Dock.)

Last Survey No. 5901 Port LondonParticulars of Examination and Repairs (if any) Boiler Survey

+100A1-9.97

SS Lon 701-95

(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?

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete

Examined Main Boiler externally & internally and found it in fair condition

Examined Safety Valves & found satisfactory

Waste steam pipe broken at flange, repaired.

Examined Donkey Boiler externally & internally and found it in fair condition.

Examined Safety Valve & found satisfactory.

Examined Main & Donkey Boilers under steam & adjusted Safety valves to working pressures.

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, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition and eligible, in my opinion, to have B.S. 2.98 Recorded in the Register of the Society.

Office or Registration Fee (per Sec. 27) £ 1 10 0

Survey Fee (per Section 28) £ 1 10 0

Special Damage Fee (per Section 28) £ 1 10 0

Travelling Expenses (if chargeable) £ 1 10 0

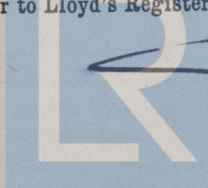
Fees applied for

Received by me,

*State if Certificate is required

Committee's Minute TUES. 22 FEB 1898Assigned B.S. 2.98

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



Lloyd's Register
Foundation

LON 714-0436

waste steam pipe repaired

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.

It is submitted that
this vessel is eligible for
THE RECORD.

13.1.2.98

LS
18/2/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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