

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

No. *8064* Port of *Glasgow* (Received at London Office, **TUESDAY 2 AUGUST 1887**)  
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *15<sup>th</sup> July* Last Survey *26<sup>th</sup> July 1887*  
*735.* on the Machinery of the *S. S. City of Agra*. No. of Visits *4* Tons, Net *2133* Gross *3274*  
 Surveyed Afloat *8* in Dry Dock *Baran* Vessel built at *Glasgow* in *1879* Engines made in *1879*  
 No. of Main Boilers *four* Made in *1879* Donkey Boiler made in *18* Working Pressure, Main Boilers *70* lbs.;  
 Working Pressure, Donkey Boiler *50* lbs.; Owners *George Smith & Sons* Port *Glasgow*  
 Last Survey No. Port Class of Vessel and Machinery *100A1 8.86.*  
 (As in Register Book.)

## Particulars of Repairs and Examination

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *yes*

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? *-*

*The vessel placed in dry dock at which time all sea cocks as well as propeller and fastenings were examined and found in good order.*

*All parts of Engines opened up and examined. The L.P. Crank shaft (on account of which the vessel's name appears on the Short Period list) examined, no sign of any extension of old flaws can be seen, a new shaft is however, in preparation and will be fitted next voyage.*

*Main boilers examined throughout and found in good order, boiler mountings including safety valves overhauled and examined.*

*Donkey boiler with all its mountings examined and found in order.*

*Main and donkey boiler safety valves adjusted to working pressure under steam.*

General Observations, Opinion, and Recommendation:— *The above mentioned*  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

*vessel's machinery is now in my opinion in a good and efficient working order and eligible to be noted in the Register Book: L.M.C. 7.87.*

Office or Registration Fee (per Sec. 27) ..... £ : :  
 Survey Fee (per Section 28) ..... £ *3 3* :  
 Special Damage Fee (per Section 28) ..... £ : :  
 Certificate (if required) as per margin ..... £ : :  
 Travelling Expenses (if chargeable) ..... £ : :

Fees applied for

*24/4 1887*

Received by me,

*29/4 1887*

*John Sanderson*

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

*Glasgow.*

Committee's Minute

**FRIDAY 5 AUGUST 1887**

Assigned

*L.M.C. 7.87*

Insert Character of Ship and Machinery precisely as in the Register Book.

T. & S. Form No. 9—Transfer Ink—3000, 10/10/87. (The Surveyors are requested not to write on or below the space for Committee's Minute.)



**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 to have the notification Sub 7.87 recorded the boilers being subjected to reentry as per Rule.

3/8/87

18.6.27

By kind of your service

LR-FAF-T83-103