

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

No. *8613* Date of Writing Report *20<sup>th</sup> June 1888* Port of *Glasgow* (Received at London Office, 26 JUN. 88)  
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *16<sup>th</sup> June* Last Survey *19<sup>th</sup> June 1888*  
*735.* on the Machinery of the *S. S. City of Agaña*. No. of Visits *3* Master *Gordon* Tons *(2153 Net 3274 Gross)*  
 If Surveyed Afloat *&* in Dry Dock *Govan* Vessel built at *Glasgow* in *1879* Engines made in *1879*  
 N.H.P. *500* No. of Main Boilers *4* Made in *1879* Donkey Boiler made in *1879* 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. 7.87.*  
 (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?

## Annual Survey.

The vessel has been placed in dry dock at which time all sea connections were overhauled and examined.

All parts of the engines have been opened up for inspection and everything found in good order.

The main boilers examined throughout and, with the exception of some of the steam space stays, which are beginning to show signs of corrosion, found in good order. All mountings including the safety valves overhauled and examined. Safety valves floated under steam.

The donkey boiler has been examined and along with the safety valves and other mountings found in good order.

General Observations, Opinion, and Recommendation:— The above mentioned vessels machinery is now in my opinion in a good and efficient working condition and eligible to be noted: *L.M.C. 6.88.* in the Society's Register Book.

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  
*1876* 1888  
 Received by me,  
*1876* 1888

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

Committee's Minute *3 JULY 1888*

Assigned *L.M.C. 6/88*



8613.92.

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 book p. 88  
recorded.

DP  
26/6/88.