

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

No. *9154* Date of Writing Report *7th May 1889* Port of *Glasgow*  
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *2nd May* Last Survey *7th May 1889*  
*693* on the Machinery of the *S.S. City of Agra* Master *J. Gordon* No. of Visits *3*  
 Tonnage Gross *3274* Net *2133* Vessel built at *Glasgow* By whom *C. Connell & Co* When *1879* YEAR. MONTH. *5*  
 Registered Horse Power *500* Engines made at *Glasgow* When *1879* Boilers, when made (Main) *1879* (Donkey) *1879*  
 No. of Main Boilers *4* Owners *Messrs G. Smith & Sons* Port *Glasgow* Voyage *Indian*  
 Steam Pressure in Main Boilers *70 lbs* If Surveyed Afloat or in Dry Dock *Govan dry dock* Class of Vessel & Machinery *100 A1*  
 in Donkey Boiler *50 lbs* (State name of Dock.) *& in Burns dock* (As in Register Book, including date of last Boiler Survey.) *+ LMC 6,88*  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

(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? *✓*

*While this vessel was in the above docks her machinery was opened up & the cylinders, pistons, crank shaft, slide valves & pumps seen. Main boilers & superheater with connections examined throughout also donkey boiler. While the vessel was in dry dock her propeller & sea valves were examined. The main & donkey boilers have been tested under steam & safety valves set to working pressure.*

## General Observations, Opinion, and Recommendation:—

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or  $\frac{1}{2}$  L.M.C. 1/89, as the case may be.)

*The machinery of this vessel is now in efficient working order & in my opinion is eligible to remain as classed & entitled to the entry in the Register Book + LMC 5,89*

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  
*4/3 1889*  
*at 1/11*  
 Received *4/3 1889*

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

*Glasgow*

Committee's Minute *FRIDAY 10 MAY 1889*

Assigned

*+ LMC 5/89*



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It is submitted that this  
need a legible to have  
+ LMC 5.89 record

9.5.89  
A.H.

9157 JES

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.