

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

No. *8055* Port of *Glasgow* (Received at London Office, \_\_\_\_\_)  
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *28<sup>th</sup> June* Last Survey *15<sup>th</sup> July* 1887.  
 Date of Writing Report *18<sup>th</sup> July* 1887.  
 (No. of Visits *5*)  
*747* on the Machinery of the *S. S. City of Calcutta*. Tons, Net *2505*. Gross *3836*.  
 Surveyed *at* *Govan* in Dry Dock *Govan* Vessel built at *Glasgow* in 1881. Engines made in 1881.  
 No. of Main Boilers *three* Made in 1881 Donkey Boiler made in 1881 Working Pressure, Main Boilers *80*. lbs.;  
 Working Pressure, Donkey Boiler *60*. 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.)  
*T.L.M.C. 7.86.*

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? *✓*

*Vessel placed in dry dock at which time all sea cocks were overhauled and examined - Propeller and fastenings examined -*

*All parts of machinery opened up and found in good order -*

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

*Safety valves adjusted under steam to their working pressure -*

General Observations, Opinion, and Recommendation:— *The above mentioned vessel's machinery is now in my opinion in a good and efficient working order and eligible to be noted in the Society's Register Book: T. L. M. C. 7. 87.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 23).....	£	3	3	18/4 1887
Special Damage Fee (per Section 25).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	20/4 1887

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

Committee's Minute **TUESDAY 26 JULY 1887**  
 Assigned *T.L.M.C. 7. 87*

*Glasgow*  
 Lloyd's Register Foundation  
 GLS154-0070

State of the Ship & its Machinery as reported to the Committee's Minute.

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

8055 gls

It is submitted that this vessel  
is eligible to have the notification  
Eme 7.87 recorded.

DF

25/1/87

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