

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

No. **8591** Date of Writing Report **11th June 1888** Port of **Glasgow** (Received at London Office, THU 14 JUN 88)
 No. in Reg. Book. Survey held at **Glasgow**. Date, first Survey **29th May** 1st Survey **9th June 1888**
747 on the Machinery of the **S. S. City of Calcutta**. Master **Thomb** Tons **(2505 Net / 3852 Gross)**
 If Surveyed Afloat or in Dry Dock **Govan** Vessel built at **Glasgow** in 1881 Engines made in 1881
 N.H.P. **600** No. of Main Boilers **3** 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 **L.M.C. 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? **✓**

When this vessel was in drydock all sea cocks & chests were overhauled and examined. The propeller shaft was drawn in and on examination found much corroded. A spare shaft and boss have been fitted and properly secured.

All parts of engines opened up, working parts overhauled and examined.

The main boilers have been sealed and properly cleaned out and on examination found in very good order. All mountings including safety valves examined and overhauled. Safety valves screwed up to old marks.

The donkey boiler examined throughout after being properly sealed and cleaned and with all its mountings found in good order.

General Observations, Opinion, and Recommendation: — I am of opinion that this vessel's machinery is now in good working order and is eligible to remain as classed with the date: **6.88.**

(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.)

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 **13/6** 1888
 Received by me **13/6** 1888

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

Committee's Minute **15 JUNE 1888**

Assigned **+ dmlc 6/88**



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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying press is not so much damped as to spread the ink, or cause it to show through to the other side.

8597-97.

It is submitted that this vessel is eligible to have the notification + sumb. 6 88 recorded.

DP
14/6/88.



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