

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

(Received at London Office,

WED 19 MARCH 1890

No. 9404 Date of Writing Report March 13<sup>th</sup> 1890 Port of Glasgow  
No. in Reg. Book. 701 Survey held at Glasgow Date, first Survey 5<sup>th</sup> March Last Survey 12<sup>th</sup> March 1890  
on the Machinery of the S. S. City of Calcutta Master A. Thoms No. of Visits 3  
Tonnage { Gross 3836 Vessel built at Glasgow By whom C. Connell & Coy When 1881 9  
Net 2505 Engines made at Glasgow When 1881 Boilers, when made (Main) 1881 (Donkey) 1881  
Registered Horse Power 600 Owners G. Smith & Sons Port Glasgow Voyage  
No. of Main Boilers Three If Surveyed Afloat or in Dry Dock Dry Dock + Afloat Class of Vessel & Machinery 100A 1  
Steam Pressure in Main Boilers 80 lbs (State name of Dock.) Govan & Queens Dock (As in Register Book, including date of last Boiler Survey.) S.S. 4. 89  
in Donkey Boiler 60 lbs LMC 4. 89

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) S. S. No. 2.

(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? \_\_\_\_\_

This vessel was placed in Dry Dock, all sea cocks, opened out and put in good condition. Propeller blades renewed.

All parts of machinery opened out, including Cyls. pistons, valves, pumps and connections, also shafting, found flaw in H. P. Crank pin; but not of a serious nature.

Main Boilers opened out cleaned and sealed, and on examination found in very good condition.

Safety valves and all other boiler mountings overhauled and examined, and found in good order.

D. Boiler opened out and found in good condition, safety valves opened out + put in good working condition

Steam raised in Main & Donkey Boilers found tight and satisfactory, and safety valves adjusted to working pressures

## 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 L.M.C. 1/89, as the case may be.)

This vessel's machinery is in good and efficient working condition and eligible, in my opinion, to remain as classed in Register Book, with the additional notation LMC 3 90

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

15/3 1890

Received by me,

14/3 1890

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

Committee's Minute FRIDAY 21 MARCH 1890

Assigned

+ Lmb 3/90

FRI 4 JULY 1890

TUES 29 JULY 1890

TUES 18 NOV 1890

Lloyd's Register

GLS159-0194



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9704 G/L

It is submitted that this  
vessel is eligible to  
have + L.M.C. 3. 90,  
recorded.  
W.A.  
20.3.90



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Foundation