

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

(Received at London Office.)

No. *10525* Date of Writing Report *7th March 1891* Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *26/2/91* Last Survey *6th March 1891*
570 on the Machinery of the *S.S. "City of Calcutta"* Master _____ No. of Visits *4*
 Tonnage Gross *3836* Net *2505* Vessel built at *Glasgow* By whom *C. Bonnell & Co* When *1881* YEAR. MONTH. *9*
 Registered Horse Power } *600* Engines made at *Glasgow* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 No. of Main Boilers *3* Owners *Mess^{rs} G. Smith & Sons* Port *Glasgow* Voyage _____
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *700A14.89*
 in Donkey Boiler *60 lbs* (State name of Dock.) *Queen Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 3.90*
B.S. 1.91
S.S. No. 86

Last Survey No. *36344* Port *Liverpool*
 Particulars of Examination and Repairs (if any) *Annual Survey*

(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? _____

The main boilers were opened up and examined throughout and found in good condition. Safety valves and other mountings were examined, overhauled, and put in good order.
The donkey boiler was opened up together with its safety valves and other mountings, examined and put in good order.
The cylinders, pistons, slide valves all pumps, tunnel, thrust and Crank Shaft overhauled, examined, and found in good order.
Steam was raised in both main and donkey boilers and their safety valves adjusted to their safe 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.)

*The machinery and boilers of this vessel are now in good working order, and eligible in my opinion to remain as classed with the additional notification in the Register Book **B.S. 3.91***

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 25).....	£ 2 : 10 : -	} <i>4/3/1891</i> <i>(initials)</i>
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>10/3/1891</i>

James Harvey
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute _____
 Assigned *B.S. 3/91*



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

10825 Gr

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 B.S. 3. 91
revised.
W.A.
12-3-91*

