

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

MON. 2 NOV 1891

No. 11054 Date of Writing Report 8<sup>th</sup> October 1891 Port of Glasgow  
 No. in Reg. Book 77 Survey held at Glasgow Date first Survey 1<sup>st</sup> Oct<sup>r</sup> Last Survey 5<sup>th</sup> Oct<sup>r</sup> 1891  
 on the Machinery of the S.S. City of Calcutta Master Thom No. of Visits 3  
 Tonnage { Gross 3836 Vessel built at Glasgow By whom S. Connell & Co When 1881 YEAR. MONTH.  
 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 Indian  
 No. of Main Boilers Three  Surveyed Afloat or in Dry Dock Govan Dock (State name of Dock.)  
 Steam Pressure in Main Boilers  in Donkey Boiler   
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Class of Vessel & Machinery 100A1  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
BS. 3-91 L.M.C. 3-90

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 Main Boiler separately and make a thorough examination at this time? No  
 Do. " " Donkey " " " " No survey due  
 If this was not done, state for what reasons? No survey due  
 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? /  
 Did the Surveyor examine the Safety Valves of the Main Boiler? No  
 At what pressure were they afterwards adjusted under steam? /  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? No  
 To what pressure were they afterwards adjusted? /

*When this vessel was in the dry dock, the sea-cocks were taken adrift, cleaned and replaced. The propeller and outside fastenings were examined and found in good order. The cylinders, pistons, slide valves, all shafting except propeller shaft, and the air feed bilge pumps were opened out, and found in safe working condition.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery appears to be in good and safe working condition. The main and donkey boilers were examined in March of this year, and found in good order. I am therefore of opinion this vessel should remain as classed, with the additional notification* L.M.C. 10-91  
 (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.)

|   |                  |
|---|------------------|
| Office or Registration Fee (per Sec. 27)..... £ | Fees applied for |
| Survey Fee (per Section 28)..... £              | 18               |
| Special Damage Fee (per Section 28)..... £      | Received by me,  |
| Travelling Expenses (if chargeable)..... £      | 18               |

\*State if Certificate is required \_\_\_\_\_  
 Committee's Minute TUES. 3 NOV 1891  
 Assigned As now Inquire + Lmb 3/91  
 R. J. Pennington  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
Glasgow 2019  
TUES. 10 NOV 1891 FRI 13 NOV 1891  
 Lloyd's Register Foundation  
 GLS163-193

11054 grs

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 remain  
AS CLASSED.

and that Mr. Beveridge should be  
requested to state for what  
reasons the record + LMC 10 of 1900  
has been recommended.

C.R.S.

211.91

10-11-09  
P. 11-6-21

It is suggested that the record  
+ frame + LMC 3 of 1900



© 2019

Lloyd's Register  
Foundation