

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

THURS. 3 NOV 1892

No. 11861 Date of Writing Report 28th Oct 1892 Port of Glasgow
 No. in Reg. Book 588 Survey held at Glasgow on the Machinery of the S.S. City of Calcutta
 Date first Survey 12th Oct 1891 Last Survey 24th Oct 1892
 Tonnage Gross 3836 Net 2505 Vessel built at Glasgow By whom C. Connell & Co
 Registered Horse Power 609 Engines made at Glasgow When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
 No. of Main Boilers Three Owners G. Smith & Sons Port Glasgow Voyage Indian
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Both - Govan
 in Donkey Boiler 60 lbs (State name of Dock.)
 Last Survey No. Port Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) **100A1**
 No. of Visits 4 YEAR. MONTH. 1881 - 9

Particulars of Examination and Repairs (if any) Annual Boiler + L.M.C. 3-91
 (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

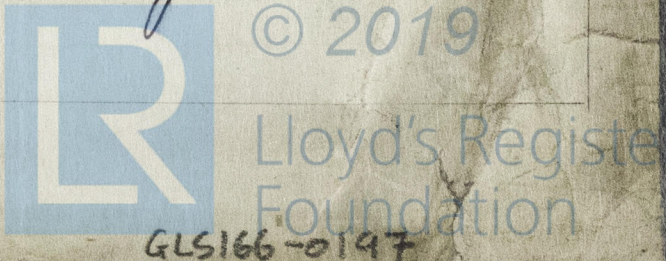
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes**
 Do. " Donkey " " " " **No**
 If this was not done, state for what reasons? Under steam
 And what parts of the Boilers could not be thus thoroughly examined? ✓
 Also what special means, 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? **Yes**
 At what pressure were they afterwards adjusted under steam? Not adjusted
 Did the Surveyor examine the Safety Valves of Donkey Boiler? **No**
 To what pressure were they afterwards adjusted? Not adjusted

When this vessel was in dry dock, the sea-cocks were overhauled, and examined. The propeller shaft was drawn in for examination; it is somewhat corroded at the fore-end of after line, but in my opinion, it is still of sufficient sectional area at that part.
 The main boilers were examined, and found in good condition generally; in the star boiler, the fore star-wing furnace was found to be rather thin by corrosion, on the steam side, at line of fire-bars. A piece about 26" x 4" has been cut out and renewed at that part by a riveted patch.
 All the machinery has been examined at this time; a circular flaw in fore crank pin - evidently, of old standing - does not appear to be extending. An old flaw in the wall of L.P. cylinder, in vicinity of the bottom port does not seem to have extended, and is not considered of a serious nature. It is expected this survey will be completed in three months time, on arrival of the vessel from present voyage.

General Observations, Opinion, and Recommendation: - As far as seen, this vessel's machinery is in safe working condition, and eligible, in my opinion, to have notification of **L.M.C. 10-92** when this survey is completed, viz. - Main boiler safety valves to test, and Donkey Boiler to survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 3/10/1892
 Survey Fee (per Section 28) £ 2 : 10 : :
 Special Damage Fee (per Section 28) £ : : :
 Travelling Expenses (if chargeable) £ : : :
 Received by me, 3/11/92
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Glasgow

Committee's Minute FRI 4 NOV 1892
 Assigned Deferred for Completion



GLS166-0197