11861

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

THURS. 3 NOV 1892

(Received at London Office .....)

No. 11861 Date of Writing Report 28th Octr 1892 Port of Glasgow

No. in Reg. Book. 588 Survey held at Glasgow Date first Survey 12th Oct. Last Survey 24th Oct. 1892

on the Machinery of the S.S. "City of Calcutta" Master Thom No. of Visits 4

Tonnage { Gross 3836 Net 2505 Vessel built at Glasgow By whom C. Connell & Coy When 1881 - 9 (YEAR. MONTH.)

Registered Horse Power 600 Engines made at " 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 in Donkey Boiler 60 lbs If Surveyed Afloat or in Dry Dock Both - Govan (State name of Dock.)

Class of Vessel & Machinery ✠100A1 10-91 S.S. Gls. No. 2.90 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey)

Last Survey No. ..... Port .....

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 for^d end of after liner, 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^d boiler, the for^d Star^d-wing furnace was found to be rather thin by corrosion, on the steam side, at line of fire-bars. A piece about 26" × 4" has been cut out and the furnace renewed at that part by a riveted patch. All the machinery has been examined at this time; a circular flaw in for^d 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.

(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. 1,91, B.&M.S. 1,91, or ✠L.M.C. 1,91, as the case may be.)

Office or Registration Fee (per Sec. 27)	£ :	Fees applied for 31/10/1892
Survey Fee (per Section 28)	£ 2 : 10 : "	
Special Damage Fee (per Section 28)	£ : :	Received by me, 3/11/1892
Travelling Expenses (if chargeable)	£ : :	

*State if Certificate is required .....

R. J. Benedict
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Glasgow

Committee's Minute FRI 4 NOV 1892

Assigned Deferred for Compl.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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