

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18. When handed in at Local Office 18. Port of Glasgow
No. in Survey held at Glasgow Date, First Survey 12th January East Survey 27th Jan 1894
Reg. Book. on the Wood, Iron or Steel Steamer "City of Calcutta" Master Thomas
619 TONNAGE:— Built at Glasgow By whom H. Bonnell & Co When 1881 9
GROSS 3836 Owners G. Smith & Sons Port belonging to Glasgow
UNDER DK. 3672 Owners' Address
NET 2525 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Jovan Destined Voyage India

WB=DBa ✓ tons; f ✓ tons; uE&B ✓ tons; CellDB ✓ tons;
FPT ✓ tons; APT ✓ tons; MT ✓ tons.

N.B.—All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Survey.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A. 1		+ A.M.C. 10.92
2.93		
S.S. Gls. N° 2.90		

Last Survey, No. 12052 Port No.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey N° 3.

This vessel has been placed in dry dock, the bottom cleaned, examined, and recoated. Nos 2 & 4 holds cleared and the close ceiling removed. all oxidation removed from iron work in No. 2 & 4 holds and examination made of the frames, plating, bulsons, stringers, cement &c. the drilling of vessel was not considered necessary at these parts. All oxidation removed from frames & bulsons under Engine & Boilers and examination made at these parts. Mast & rigging examined, the mast wedges being removed. Chain cables ranged and examined.

Repairs—The side keelson on starboard side in No. 2 hold repaired with a new length of top angle and repaired at other places with covering plates. a large portion of the ceiling in No. 2 hold renewed, rudder pin the rebushed; the rudder frame repaired in way of 2nd lower pin the by a 3/4" steel doubling plate on each side. through a slight flaw in way of rivet hole.

To complete Survey—No. 1, 3 & 5 holds, peaks & bunks to be cleared & examined. after

SUMMARY OF DAMAGE REPAIRS:—Plates, Fair or Repaired; ✓ Frames, ditto. ✓ Plates, Renewed; ✓ Frames, ditto. Other Repairs ✓

PRESENT CONDITION OF THE

Decks	Good	Transoms, Pointers, & Crutches	not used	Copper, or Y.M.	✓	Hatches	Good
Waterways	✓	Timbers of Frame at the openings	good	(State if on Felt.)		Boats	—
Coamings	✓	Ditto ditto at other places	✓	When put on, Month	Year	Masts, Yards, &c.	—
Up'r Dk. Beams & Fastenings	✓	Keelsons	✓	Rudder	good	Condition, how ascertained	by exam
Low'r Dk. Beams & Fastenings	✓	Clamps, Shelves & Stringers	✓	Windlass & Capstan	✓	Sails	good
Plating	✓	Salting	✓	Pumps	✓	Equipment letter	✓
Planking	✓	(State if examined.)	✓	Engine Room Skylights	✓	Anchors, No. of	4 B. 1 S. 2 K.
Trenails or Rivets	✓	Ceiling	✓	Coal Bunker, Open'gs, Lids, &c.	✓	Cables (State if now ranged)	✓
Breasthooks & Stems	not used	Cement or Asphalt	✓	Scuppers	✓	" length	300 size 2 1/2
		(State which.)	✓	Cargo & Main H'tch'w'ys	✓	" Rule length	270 size 2 1/2
		Tanks	✓			Hawsers & Warps	good
		(State if now tested.)	✓			Standing & Running Rigging	✓
		Caulking of Bot'm, D'k, & Wat'rw'ys	✓				

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in my opinion eligible to remain as classed without fresh record of survey. The weather deck being of teak fore & aft. the same should be noted in Register Book.

Office Fee (if chargeable) per Scale II., Sec. 27 £ : :
Survey Fee (per Section 25) £ 9 : 10 :
Special Damage or Repair Fee (if any) £ : :
(per Sec. 25.)
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ " : 10 :
*Is Certificate now required? ✓

Fees applied for,
31/1/1894
Received by me,
3/2/1894

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned

TUES. 6 FEB 1894

Deferred for completion of No. 3
+ 2 Mch 1, 94
Nose Dks.

FRIDAY 14 SEP 1894

TUES. 26 MAR 1895

GLS 169

Form No. 2 for Repairs.—200.—L.R.P.H.—10,000.—52,085.—Transfer Ink.)
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is a Report also sent now on the Machinery of the Ship?
If not, state whether, and when, one will be sent?

W. No. 3.

12705 gfo

removal of all close ceiling & oxidation, examination to be made in
way of cabin side lights, Pumps. Shores etc. to be seen. The owners
intend to complete survey on return of vessel from present voyage
which will be in about four months time.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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