

No. 13352

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

(Received at London Office)

TUES. 18 DEC 1894

Date of writing Report 18 When handed in at Local Office 18

No. in Reg. Book. Survey held at *Glasgow* Date, First Survey *6 Dec 1894* Last Survey *13. 12. 1894*

*635 on the Machinery of the Wood, Iron or Steel *City of Calcutta* Master *Thoms*

Tonnage { Gross *3836* Net *2505* Vessel built at *Glasgow* By whom *C. Connell & Co* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*

Registered Horse Power *600* Engines made at *Glasgow* Owners *G. Smith & Son* Port *Glasgow* Voyage *India*

No. of Main Boilers *304* No. of Donkey Boilers *one* Steam Pressure in Main Boilers *80* in Donkey Boilers *30* If Surveyed Afloat or in Dry Dock *Govan Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Annual 1894*

(Periodical Surveys, when held, must be reported in detail and serially 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 briefly summarised at the end of the report. 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?

Do.

Donkey

Yes and found them in a good condition
Yes and found it in a good condition

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Examined the sea-cocks & connections I found them good.
(a) all four propeller blades (shut) showed deeply corroded cracks at the points marked a & b. One blade has been renewed. The others are, in a safe working condition.

Examined the Cylinders slides, pumps, thrust & tunnel shafting and found them good.

Examined the crankshaft. The aft half is a new built one. The forward half is a solid forging and was formerly fitted at the aft end. Its forward crank pin fillet contains a crack 15" long (diameter of pin 17 1/2"). This crack is said to be 8 years old & according to Centre punch marks and previous reports (the Glasgow report 11861. Oct 1892) the crack does not appear to be extending & in my opinion the shaft is in a safe working condition.

General Observations, Opinion, and Recommendation:— The machinery of this

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 194, B.M.S. 194 or L.M.C. 194, 140 lb., F.D., &c.)

vessel is in a safe working condition and eligible in my own opinion for the record + L.M.C. 12.94.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 2.10. "
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

13/12/94

Received by me,

15/12/94

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

*State if Certificate is required

Committee's Minute

Assigned

+ L.M.C. 12.94

FRIDAY 21 DEC 1894

TUES. 26 MAR 1895

GLS 171-0086

Lloyd's Register
Foundation

on account of wear & tear
one new propeller blade fitted

N.B. - If this Report is copied by Copying Press, special 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.

13352966

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 12,94

99252

18-12-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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