

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. *635* Survey held at *Glasgow* Date, First Survey *6 Decemr* 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* YEAR. MONTH. *1881. 9*

Registered Horse Power *600* Engines made at *Glasgow* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*

No. of Main Boilers *3.0/4* Owners *G. Smith & Son* Port *Glasgow* Voyage *India*

No. of Donkey Boilers *one*

Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Govan Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers *30*

CHARACTER for Special Survey, Date of Last Survey and of Periodical Surveys.	Years Assigned (including date of N.B., if any).	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A1</i>	<i>2 93</i>	<i>+2 M.C</i>
<i>S.S. 26, 202-90</i>		<i>1.94.</i>

Last Survey No. _____ Port _____

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

(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 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? *Yes and found them in a good condition*

Do. " Donkey " " *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? *Yes and found them in a good condition*

At what pressure were they afterwards adjusted under steam? *80 lbs per sq"*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes and found it in a good condition*

To what pressure were they afterwards adjusted? *30 lbs per sq"*

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 (stul) 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.

The forward crank pin fillet contains a crack 15" long (diameter of pin 1 7/8"). 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*

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) £ _____

*State if Certificate is required _____

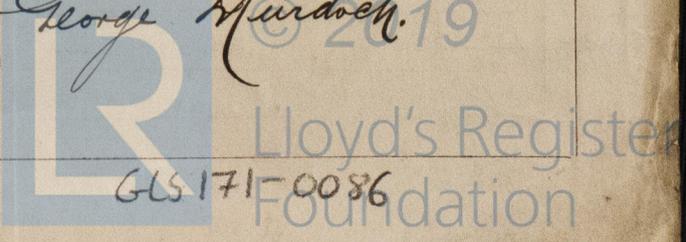
Committee's Minute _____

Assigned *+ L.M.C 12.94*

Fees applied for *13/12/94*
Received by me, *15/12/94*

C. H. Steiner, &
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
George Hurdock.

FRIDAY 21 DEC 1894 TUES. 26 MAR 1895



an account of Us an 7 Jan
one also 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

APSR

18-12-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation