

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

No. 10525 Date of Writing Report 7th March 1891 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 26/2/91 Last Survey 6 March 1891
 570 on the Machinery of the S.S. "City of Calcutta" Master No. of Visits 4
 Tonnage Gross 3836 Net 2505 Vessel built at Glasgow By whom C. Bonnell & Co When 1881
 Registered Horse Power 600 Engines made at Glasgow When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
 No. of Main Boilers 3 Owners Messrs G. Smith & Sons Port Glasgow Voyage
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boiler 60 lbs (State name of Dock) Queen Dock Class of Vessel & Machinery 700A 14.89
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 3.90 B.S. 1.91 S.S. No. 86

Last Survey No. 36344 Port Liverpool
 Particulars of Examination and Repairs (if any) Annual Survey
 (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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? yes
 If this was not done, state for what reason?
 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?

The main boilers were opened up and examined throughout and found in good condition. Safety valves and other mountings were examined, overhauled, and put in good order.
 The donkey boiler was opened up together with its safety valves and other mountings, examined and put in good order.
 The cylinders, pistons, slide valves all pumps, tunnel, thrust and crank shaft overhauled, examined and found in good order.
 Steam was raised in both main and donkey boilers and their safety valves adjusted to their safe working pressures.

General Observations, Opinion, and Recommendation :—

(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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
 The machinery and boilers of this vessel are now in good working order, and eligible in my opinion to remain as classed with the additional notification in the Register Book B.S. 3.91

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 10 : -	4/3/ 1891
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	10/3/ 1891

James. Harvey
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Glasgow
 Committee's Minute
 Assigned
 B.S. 3/91
 Lloyd's Register Foundation
 CLS161-0376

10825 Gr

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.

It is submitted that this
vessel is eligible to
have B.S. 3. 91
recorded.
W.A.
12-3-91



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