

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report *June 19<sup>th</sup> 1894* When handed in at Local Office *18* Port of *Glasgow*  
 No. in Survey held at *Glasgow* Date, First Survey *1<sup>st</sup> June* Last Survey *12<sup>th</sup> June 1894*  
 Reg. Book. *613* on the *Wood Iron* *ss City of Bombay* Master *J. Marr*  
 TONNAGE:— Built at *Belfast* By whom *Hartman, Black & Co.* When *1885* MONTH *8*  
 GROSS *4540* Owners *G. Smith & Sons* Port belonging to *Glasgow*  
 UNDER DK. *4165* Owners' Address  
 NET *2981* (if not already recorded in Appendix to Register Book.)  
 Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Queen's & Govan* Destined Voyage *Calcutta*

WB=DBa tons; f tons; uE&B tons; CellDB tons; } Particulars of Classification (which must be inserted  
 FPT tons; APT tons; MT tons. } precisely as in Register Book & Supplements).

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

Last Survey, No. *12738* Port *Glasgow*

(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 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.)

CHARACTER  
 \* for Special Survey.  
 Date of last Survey and of Periodical Surveys.  
 +100A1  
 7.93  
 SS GLS No 1.90 ✓

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Completion Special Survey No 2 See GLS Rpt No 12737*

Vessel placed in dry dock. Bottom examined, cleaned, and recoated. No. 1 hold and fore cross bunker cleared. All oxidation removed from shell plating and frames in way of same. Limbs & ceiling, in excess of requirements, removed and examination made. Cement found to be satisfactorily adhering to the iron. Several wasted vertical angles on screen bulkhead of bunker renewed and one angle on beam in bunker repaired. Pumps & sluices examd and tested.

Chain cables ranged and examined. One bower anchor and 15 fathoms of chain cable have been lost. A new bower anchor has been put on board, but the owners do not intend replacing the cable (unless the old one is recovered) as they have still 15 fathoms more than required by the Rules.

A new iron deck house has been built aft. The coamings are  $\frac{1}{2}$ " thick and attached to iron deck with  $3\frac{1}{2} \times 3\frac{1}{2}$ " angles. This house is built for the accommodation of

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

## PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Copper, or Y.M. (State if on Felt.)	Hatches <i>Good</i>
Waterways	Timbers of Frame at the openings	When put on, Month Year	Boats
Coamings	<i>None</i> ditto at other places	Rudder <i>Good</i>	Masts, Yards, &c. <i>From deck</i>
Up'r Dk. Beams & Fastenings	Keelsons	Windlass & Capstan	Condition, how ascertained <i>From deck</i>
Low'r Dk. Beams & Fastenings	Clamps, Shelves & Stringers	Pumps <i>Good</i>	Sails <i>Good</i>
Plating	<i>None</i> (State if examined.)	Engine Room Skylights <i>Good</i>	Equipment letter
<i>Plating</i>	Cement or Asphalt (State which.)	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of <i>4 B - 15 - 2 K</i>
<i>Transoms</i> or Rivets	Tanks (State if now tested.) <i>None</i>	Scuppers	Cables (State if now ranged) <i>Yes</i>
Breasthooks & Stemson	Caulking of Bot'm, D'k, & Wat'rwys	Cargo & Main H'tch'wys	" length <i>285 fms size 2 1/2 bar</i>
			" Rule length <i>27 1/2 " size 2 1/2</i>
			Hawsers & Warps <i>Good</i>
			Standing & Running Rigging

## General Observations, Opinion as to Class, Recommendation, &amp;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 good and efficient condition and in our opinion eligible to remain as classed with record of survey 6,94 and the notification ss GLS No 2.94 and amended tonnage to be noted*

Office Fee (if chargeable) per Scale II., Sec. 27 £

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Sec. 28.) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

\*Is Certificate now required?

Committee's Minute

Character assigned

Fees applied for,

Received by me,

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

TUES. 23 JUN 1894

100A1

+LMC 6,94

ss. No. 2-94

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Lloyd's Register Foundation

GLS170-0105 (1/2)



Port of *Glasgow*

Continuation of Report No. *13038* dated *12<sup>th</sup> June 1894* on the

*ss "City of Bombay"*

of crew, and the present crew space below is now cargo space, an efficient water-tight door  $5'10" \times 3'7"$  being fitted, in the tween deck space of after bulkhead, for working cargo.

Particulars of New Bower Anchor.

No of certificate - *35137* - *Netherton, D. J. Lewis Supt.*

Weight ex stock ~~44~~ cwt 1 qr 7 lbs } Test *38 tons 17 cwt 0 qrs 21 lbs*  
 " of " 11 " 2 " 15 " } Rule weight

Maker of anchor :- *R. Hingley*

Description :- *Rogers. B. L.*

The following are the amended tonnages.

Under deck *2065.44* } = *4165 tons*

Tween decks *1199.65* }

Bridge *234.79*

Roundhouses *139.70*

Gross *4539.58* = *4540 tons*

Propelling power *1452.67*

Crew space *105.45*

Net *2981.46* = *2981 tons*

*B. G. D.*