

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

(Received at London Office

WED. 6 NOV 1907)

Date of writing Report 19 When handed in at Local Office 5th Nov 1907 Port of Newcastle on Tyne

No. in Reg. Book. Survey held at North Shields Date, First Survey 8 Last Survey 2nd Nov 1907 (No. of Visits /)

Suppl. 64 on the Machinery of the ~~Wood, Iron~~ Steel "S.S. Calcutta" Master

Tonnage { Gross 3470 Vessel built at West H. pool By whom Furness Withy & Co. Ltd. When 1907
Net Engines made at Hartlepool By whom Richardson & Westgarth & Co. When 1907

Registered { Horse Power } Boilers, when made (Main) 1907 (Donkey) 1907

No. of Main Boilers Owners Nelson Dockson & Co Port London Voyage

No. of Donkey Boilers in Main Boilers in Donkey Boilers

Surveyed ~~Afloat~~ in Dry Dock Smith & Porton

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Surveyed	Machinery and Boiler Surveys (including date of N.B., if any).
New vessel		
100 H.P.		
Class contemplated		

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(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.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? also whether any damage report was made, and, if so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " "

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?

To 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 under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

Nothing worn

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Survey Complete

The propeller and sea cock fastenings examined and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in good order and eligible in my opinion to be classed as Contemplated

Survey Fee (per Section 28) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19

Travelling Expenses (if chargeable) £ : :

FRI. 8 NOV 1907

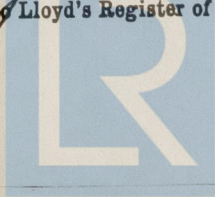
Committee's Minute

Assigned

see minute on F.E. rpt

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

J. E. Sellers



Lloyd's Register Foundation

W 812-0103

It is submitted that insofar as this
Report is concerned the vessel will be eligible
for Class Contingent. *JSM*
7/11/07
this vessel is eligible to
remain in Class S.D.

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 to cause it to show through to the other side.

James

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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