

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

8230

No. 8230 Date of Writing Report Nov 22nd 1887 Port of Glasgow
 No. in Survey held at Glasgow Date, first Survey 3rd Novem^r Last Survey 14th Nov^r 1887
 Reg. Book. 600 on the Machinery of the S.S. "Amrapoora" Tons, Net 1619 Gross 2464
 If Surveyed Afloat or in Dry Dock Henderson Dock Vessel built at Greenwich in 1874 Engines made in 1874
 No. of Main Boilers Four Made in 1883 Donkey Boiler made in 1886 Working Pressure, Main Boilers 70 lbs.;
 Working Pressure, Donkey Boiler 45 lbs.; Owners British & Burmese Ldn Nav Co. L^d Port Glasgow
 Last Survey No. Port Class of Vessel and Machinery 100A.110-86 L.M.C.10-86
 (As in Register Book.)

Particulars of Repairs and Examination S.S. No 3
 (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? } Main Boilers only
 If this was not done, state for what reasons? Could not get completely into Donkey boiler.
 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 machinery of this vessel opened out for survey and there were examined the cylinders, pistons, slide valves, crankshaft & shafting - pumps & pipes also the main boilers over all parts, safety valves &c.

The donkey boiler was examined internally, as far as could be seen from the manhole in shell & two sight holes on front end above furnace. This boiler is comparatively new and appeared to be in good condition. When the vessel was in Dry Dock the sea cocks & valves were all overhauled the propeller removed & shaft drawn into tunnel when it was found to be slightly reduced in diameter at edge of brass liner. A new set of junk ring bolts fitted to HP piston on account of old ones being rather slack.

Steam raised in boilers & safety valves adjusted.

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.)

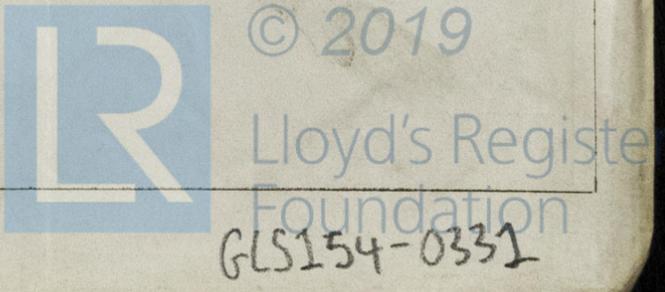
I am of opinion this machinery is in good & safe working condition & eligible to be classed L.M.C. 11-87 in the Register Book.

Office or Registration Fee (per Sec. 25)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	3	3	19/11 1887
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	22/11 1887

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

Committee's Minute FRIDAY 2 DEC 1887

Assigned L M C 11-87



T. & S. Lumsden & Co. Transfer Agents & Surveyors to the Admiralty & the Board of Trade. The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.

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.

8230.92

It is submitted that this vessel
is eligible to have the notification
(+ items 11-17) recorded.

WDP
29/11/87

Report of Survey for Repairs & Bottom

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF THIS SIDE OF THE BOOK.