

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

(Received at London Office,

No. *9564* Date of Writing Report *Dec^r 30th* 188*9* Port of *Glasgow*
No. in Reg. Book. *843* Survey held at *Glasgow* Date first Survey *20th Dec^r* Last Survey *Dec^r 27th* 188*9*
on the Machinery of the *S.S. Ardambhan* Master *Copp.* No. of Visits *2*
Tonnage { Gross *1132* Vessel built at *Port Glasgow* By whom *H. Murray & Co* When *1880* YEAR. MONTH.
Net *718* Engines made at *Glasgow* When *1880* Boilers, when made (Main) *1880* (Donkey) ☒
Registered } *98* Owners *Adam & Co. & Co. & Co. & Co.* Port *Glasgow* Voyage ☒
Horse Power } *100* If Surveyed Afloat or in Dry Dock *in ship.* Class of Vessel & Machinery *100A1. 3-89*
No. of Main Boilers *10* Steam Pressure in Main Boilers *70 lb.* (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *55.66. N^o 2-88*
in Donkey Boiler ☒ *TL.M.C. 8-88*
B.S. 10-84.

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Repairs to Main Boiler.*

(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? *No.*

If this was not done, state for what reasons? *Not required.*

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 repairs to main as recommended at a previous survey have now been carried out and consist in removing the corroded stays in steam space & replacing them by new ones. Sixteen stays in all have been fitted - 178 dia with hinged joint in the centre - washers have also been fitted under the nuts both inside & out.

When the vessel was on the slipway sea connections, propeller & fastenings examined externally

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 above mentioned repairs to main boiler have been satisfactorily carried out and it is submitted that the machinery is eligible to remain as classed in the Register Book without fresh record.

Office or Registration Fee (per Sec. 27)	£ - - -	Fees applied for
Survey Fee (per Section 28)	£ - - -	188
Special Damage Fee (per Section 28)	£ - - -	
*Certificate (if required) as per margin	£ - - -	Received by me,
Travelling Expenses (if chargeable)	£ - - -	188

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

Committee's Minute *TUE 17 JAN 90*

Assigned

Remain as classed

FRIDAY 10 JAN 1890

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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
remain as classed

ALD
6.7.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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