

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

(Received at London Office, \_\_\_\_\_)

No. 9564 Date of Writing Report Dec 30<sup>th</sup> 1889 Port of Glasgow  
 No. in Reg. Book. 843 Survey held at Glasgow Date first Survey 20<sup>th</sup> Dec<sup>r</sup> Last Survey Dec 27<sup>th</sup> 1889  
 on the Machinery of the S.S. Ardambhan Master Copp. No. of Visits 2  
 Tonnage Gross 1132 Net 718 Vessel built at Port Glasgow By whom H. Murray & Co When 1880 YEAR. MONTH. 6  
 Registered Horse Power 98 Engines made at Glasgow When 1880 Boilers, when made (Main) 1880 (Donkey)   
 No. of Main Boilers one Owners Adam & Co. L<sup>td</sup> Clark & Lewis Port Glasgow Voyage   
 Steam Pressure in Main Boilers 70 lbs If Surveyed Afloat or in Dry Dock in Glasgow slip. Class of Vessel & Machinery 100A.1. 3-89  
 in Donkey Boiler  (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) 55.66. N<sup>o</sup> 2-88  
FLM.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 fall have been fitted - 17/8 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 & sealed.*

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) .....	£ - : - : -	
Special Damage Fee (per Section 28) .....	£ - : - : -	
*Certificate (if required) as per margin .....	£ - : - : -	
Travelling Expenses (if chargeable) .....	£ - : - : -	Received by me,
		188

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

Committee's Minute TUE 7 JAN 90

Assigned Remain as classed

State of a Report to also be sent on the Ship or if not whether, and when, one will be sent.

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.

It is submitted that this  
matter is eligible to  
remain as classed

Ald  
6.1.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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