

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

HOURS 8 DATE 1890

No. 9844 Date of Writing Report May 1890 Port of Glasgow
 No. in Reg. Book. 536 Survey held at Glasgow Date, first Survey 8th May Last Survey 27th May 1890
 the Machinery of the S.S. 'Amarapora' Master Currie No. of Visits 6
 Tonnage Gross 2464 Net 1619 Vessel built at Greenock By whom Scott & Co When 1874-7
 Registered Horse Power 300 Engines made at Dr When 1874 Boilers, when made (Main) 1883 (Donkey) ✓
 No. of Main Boilers Four Owners British & Burmese Steam Nav Co Ltd Port Glasgow Voyage Rangoon.
 Steam Pressure in Main Boilers 70 lbs. If Surveyed Afloat or in Dry Dock Both. Henderson Dry Dock.
 in Donkey Boiler 45 (State name of Dock.)

Class of Vessel & Machinery 100A.1. 3-89.
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) 6.S. 6. N^o 3-10-86.
 L.M.C. 11-87.
 B.S. 3-89.

Last Survey No. Port Particulars of Examination and Repairs (if any) Annual survey.
 (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? Yes.
 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? ✓

The engines & boilers of this vessel opened out for survey and overhaul and there were examined the cylinders, pistons, slide valves, pumps, crankshaft & tunnel shafting also the main & donkey boilers over all parts - safety valves & connections.
 When the vessel was in Dry Dock all sea cocks & valves examined also the propeller & fastenings.
 The propeller blades at tips are corroded on the backs. They have been cemented up.
 The main boilers were thoroughly scaled & cleaned at this time - and to facilitate the work of cleaning one wing row of tubes, and the inner rows - that is three rows in each boiler - were removed. New tubes have been fitted.
 Steam raised in main & donkey boilers and 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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or *L.M.C. 1/89, as the case may be.)

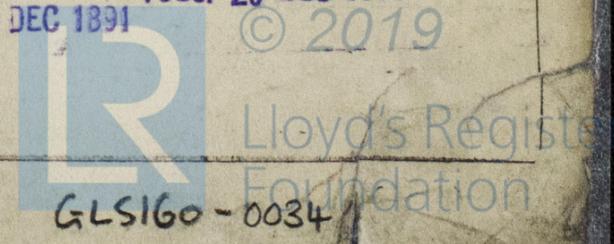
These engines & boilers are now in safe working condition and in my opinion eligible to be classed L.M.C. 5-90 in the Register Book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28) (modified)	£	3	0	3/6 1890
Special Damage Fee (per Section 28)	£	:	:	received by me, 4/6 1890
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute FRI 6 JUNE 1890 FRI 19 DEC 90
 Assigned Lrule 5/90

FRI 18 DEC 1891 TUES. 29 DEC 1891



T. & S. Form No. 9—Transfer Ink—6000, 1/12/89
 (The Surveyor is requested not to write on or below the space for Committee's Minute.)
 State if a Report is to be sent to the Registrar, and when, one or more copies of the Report, and when, one or more copies of the Report, and when, one or more copies of the Report.

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
Report is eligible to 9874/98
have L.M.C. 5 90
recorded.
N.A.
5.6.90*

THE SURVEYORS ARE I
ED NOT TO WRITE ACROSS THIS MARGIN.