

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

No. *9844* Date of Writing Report *May* 18*90* Port of *Glasgow*
 No. in Reg. Book. *536* Survey held at *Glasgow* Date, first Survey *8th May* Last Survey *24th May 1890*
 the Machinery of the *S. S. Annapoora* Master *Currie* No. of Visits *6*
 Tonnage Gross *2464* Net *1619* Vessel built at *Greenock* By whom *Scott & Co* When *1874* Boilers, when made (Main) *1883* (Donkey) *✓*
 Registered Horse Power *300* Engines made at *Dr.* Owners *British & Burmese Steam Nav Co Ltd* Port *Glasgow* Voyage *Rangoon*
 No. of Main Boilers *Four* Steam Pressure in Main Boilers *70 lbs.* If Surveyed Afloat or in Dry Dock *Both. Henderson Dry Dock.* Class of Vessel & Machinery *100A.1. 3-89.*
 in Donkey Boiler *45* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *S.S. Gls. 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.

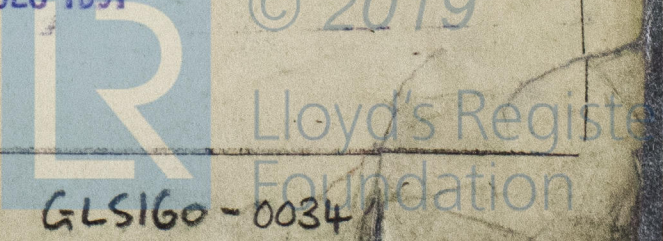
General Observations, Opinion, and Recommendation :—
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey : thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, 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) <i>(modified)</i>	£	3	4	3/6 1890
Special Damage Fee (per Section 28).....	£	:	:	received by me, <i>Walter Robson</i>
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

4/6 1890

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Committee's Minute *FRI 6 JUNE 1890* *FRI 19 DEC 90* *FRI 18 DEC 1891*
 Assigned *Lmle 5/90*



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It is submitted that this
Report is eligible to 98746
have L.M.C. 590
recorded.
W.A.
5.6.90

THE SURVEYORS ARE ADVISED NOT TO WRITE ACROSS THIS MARGIN.



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