

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

10253

No. 10253 Date of Writing Report 3<sup>rd</sup> Nov 1890 Port of Glasgow (Received at London Office.)

No. in Reg. Book. 692 Survey held at Glasgow Date, first Survey 23<sup>rd</sup> Oct<sup>r</sup> Last Survey 1<sup>st</sup> Nov 1890

on the Machinery of the S.S. Ardambherr Master R. Smith No. of Visits 4

Tonnage Gross 1132 Net 718 Vessel built at Glasgow By whom H. Murray & Co When 1880.6

Registered Horse Power 98 Engines made at Glasgow When 80 Boilers, when made (Main) 80 (Donkey) 80

No. of Main Boilers One Owners Clark & Service Port Glasgow Voyage Cuba

Steam Pressure in Main Boilers 40 lbs If Surveyed Afloat & in Dry Dock Pointhouse Class of Vessel & Machinery 100 A. 1 2.90

in Donkey Boiler 50 lbs (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual Boiler L.M.C. 8.88. B.S. 10.89.

(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? *✓*

When this vessel was on slipway all the sea connections were overhauled and on examination found in good order. —

Propeller and fastenings examined and found in good order. —

Main boiler examined throughout and found in fair condition, boiler caulked where necessary. Steam dome, mountings found in order. Safety valves overhauled and afterwards adjusted under steam to working pressure. —

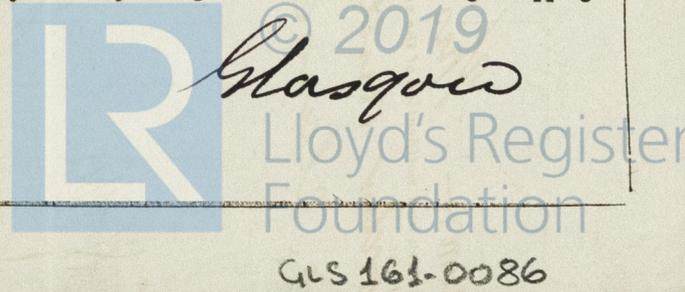
Donkey boiler examined, steam space stays somewhat corroded but not to any great extent — boiler generally in fair condition — safety valve overhauled and screwed up to old mark and found to blow off at 50 lbs. —

General Observations, Opinion, and Recommendation:— This vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed with the notation of: *B.S. 11.90.*

|                                     |   |   |    |                  |
|-------------------------------------|---|---|----|------------------|
| Registration Fee (per Sec. 27)..... | £ | : | :  | Fees applied for |
| Section 28).....                    | £ | 1 | 10 | 11/11 1890       |
| Fee (per Section 28).....           | £ | : | :  | (Signature)      |
| (required) as per margin.....       | £ | : | :  | received by me,  |
| Fees (if chargeable).....           | £ | : | :  | 11/11 1890       |

*John Sanderson*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Minute  
PRI 7 NOV 1890  
*RS 11/90*



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1025B 20

*It is submitted that this  
vessel is eligible to  
have B.S. 11-90  
recorded—  
Y.A.  
4-11-90*



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