

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

No. *10363* Date of Writing Report *18<sup>th</sup> Nov<sup>r</sup> 1890* Port of *Glasgow* (Received at London Office, WEB 17 DEC 1890)  
No. in *Survey held at Glasgow* Date, first Survey *15<sup>th</sup> Nov<sup>r</sup>* Last Survey *14<sup>th</sup> Nov<sup>r</sup> 1890*  
Re. Book. *62* on the Machinery of the *S. S. Amaraipoora* Master *Gurrin* No. of Visits *2*  
Gross Vessel built at *Glenoch* By whom *Scott & Co* When *1874.7.*  
Net Engines made at *Glenoch Fm. Co.* When *74* Boilers, when made (Main) *83* (Donkey) *83*  
Registered Horse Power Owners *Brit & Am<sup>r</sup> S. Har. Coy* Port *Glasgow* Voyage *Rangoon*  
No. of Main Boilers If Surveyed Afloat or in Dry Dock Class of Vessel & Machinery *100 A 1.3.89.*  
Steam Pressure— in Main Boilers (State name of Dock.) *S. S. N<sup>o</sup> 3.10.86*  
in Donkey Boiler

Last Survey No. Port  
Particulars of Examination and Repairs (if any) *Docking* *L.M.C. 5.90.*  
(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? ☒  
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? ☒

*This vessel has been placed in dry dock at which time the propeller shaft was drawn in and on examination found in good condition. —  
Propeller refitted and properly secured. —  
Sea connections examined externally and found in good order. —*

General Observations, Opinion, and Recommendation:— *As far as seen the*  
(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.)  
*machinery of this vessel appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey. —*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

Committee's Minute *FRI 19 DEC 90* *FRI 18 DEC 1891*  
Assigned *As now*  
T. & S. Form No. 2—A transfer ink—6000, 9/12/88.  
(The Surveyors are requested not to write over below the space for Committee's Minute.)



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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  
classified.  
W.A.  
1712-90



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DO NOT CROSS THIS MARGIN.