

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

10363

(Received at London Office.)

No. 10363 Date of Writing Report 18th Nov^r 1890 Port of Glasgow WEB 17 DEC 1890

No. in Survey held at Glasgow Date, first Survey 15th Nov^r Last Survey 14th Nov^r 1890

Re. Book. 62 on the Machinery of the S. S. Amara-poor Master Gurrin No. of Visits 2

Gross Vessel built at Glenock By whom Scott & Lay When 1874.7.

Net Engines made at Glenock Fm. Co. When 74 Boilers, when made (Main) 83 (Donkey) 83

Registered Horse Power Owners Brit & Am^r S. Har. Cay 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.) L.M.C. 5.90.

Donkey Boiler (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) Docking Repairs on account of Damage should be separated from _____

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

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 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.

(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.)

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

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

TUES. 29 DEC 1891

Committee's Minute FRI 19 DEC 90 FRI 18 DEC 1891

Assigned As now



It is also now seen that the character of the machinery is as in the Register Book.

1036390

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
Classed.
W.A.
1712-90



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Foundation

CROSS THIS MARGIN.

CROSS THE STITCH