

9550  
**Report of Survey for Repairs, &c., of Engines & Boilers.**

No. \_\_\_\_\_ Date of Writing Report Nov 12<sup>th</sup> 1887 Port of London  
No. in Survey held at London Date, first Survey Sept 23<sup>rd</sup> Last Survey Oct 29<sup>th</sup> 1887  
Reg. Book. \_\_\_\_\_ (No. of Visit: 6)  
670. on the Machinery of the S S Amanda Tons, Net 192 Gross 353  
If Surveyed ~~Afloat or~~ in Dry Dock Globe to the Vessel built at Greenock in 1871 Engines made in 1871  
(State name of Dock.)  
No. of Main Boilers One Made in 1885 Donkey Boiler made in 18\_\_\_\_ Working Pressure, Main Boilers \_\_\_\_\_ lbs.;  
Working Pressure, Donkey Boiler \_\_\_\_\_ lbs.; Owners Shearer Bros Port Greenock  
Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 90 A1. 9-86  
(As in Register Book.) L.M.C 1-85 - + N.B.85

**Particulars of Repairs and Examination** Special 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 Main Boiler has been carefully examined & found in thoroughly good condition excepting that upon hydraulic test to 90 lbs press & two small longitudinal cracks were found in <sup>PORT</sup> furnace above line of firebars & being only 1 1/2" in length were made good with rivets. This was the first appearance of these cracks & I attribute it to the sudden cooling of furnace upon sinking of vessel with steam up.

Donkey boiler in satisfactory condition.  
Examined Cylinders, Valves, C. Shaft, Tunnel shaft, Tail end shaft drawn in & found in good condition. Sea cocks & Connections. Pumps etc. The whole of these & the rest of machinery as in a satisfactory condition excepting the following which have been made good - H.P. Valve Spindle bush or cover (new one fitted) A new bilge pump valve seat fitted - A nut securing ring fitted to H.P. Piston A new Steam plate on Ships side to Common injection - Donkey Overboard Delivery pipe re brazed & raised where blowing - Thrust blocks relubed - A new key fitted to propeller - Air Pump bucket valve face trued up. Sundry Sea cocks ground into seats. Main Safety valves set under steam to 60 lbs. and H. Boiler valves to 40 lbs. - 2 new Brasses have yet to be fitted in Glasgow.

**General Observations, Opinion, and Recommendation:--**  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey.)

The boilers & Machinery of this vessel are in my opinion in good & safe working condition & eligible for classification L.M.C. 10-87. - It will be necessary however for the relubing of thrust blocks to be reported.

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

J. Johnstone Bowne  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute \_\_\_\_\_  
Assigned \_\_\_\_\_  
Paid  
London  
11/11/87



Submitted that this record is  
desirable to have the notification

LMC 10.87 Subject to new brasses  
being fitted in the throat block.

HL

24.10.87



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