

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

49308

No. _____ Date of Writing Report _____ 188 _____ Port of London (Received at London Office, TUES 26 MARCH 1889)

No. in Reg. Book. Survey held at London Date, first Survey 11 Mar Last Survey 21 Mar 1889

541 on the Machinery of the Sm of Amrapoora Master Currin No. of Visits 4

Tonnage	Gross	<u>1619</u>	Vessel built at <u>Greenock</u> By whom <u>SAH & Co</u> When <u>1874</u> MONTH <u>7</u>
	Net	<u>2464</u>	
Registered Horse Power	<u>300</u>	Engines made at <u>"</u> When _____ Boilers, when made (Main) <u>1883</u> (Donkey) <u>1883</u>	
No. of Main Boilers	<u>4</u>	Owners <u>British & Business Steam Navigation Co Glasgow</u> Voyage <u>Carrache</u>	
Steam Pressure in Main Boilers	<u>70</u>	* Surveyed Afloat <input checked="" type="checkbox"/> or in Dry Dock <u>Millwall Dry Dock & So W. India</u> Class of Vessel & Machinery <u>NA 1-4, 88</u> (As in Register Book, including date of last Boiler Survey.) <u>2nd - 11, 89</u>	
in Donkey Boiler	<u>45</u>		

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) B.S.
 (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? Y
 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? _____

Examined four main boilers and safety valves internally & externally & found them in good condition, valves tested under steam at 64 lbs satisfactory.
 Examined winch boiler valves and dome internally and externally and found it in good condition, valves tested under steam and found to blow at 45 lbs per sq inch.
 Sea connections & propeller fastenings in good condition.

General Observations, Opinion, and Recommendation:— The machinery being now as far as seen in a sound and efficient condition renders the vessel eligible in my opinion to remain as classed and to have
B.S.-3, 89 now recorded

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2 : 0	} <u>28/3</u> 1889
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	
		received by me, <u>H. L. Gray</u> 1889

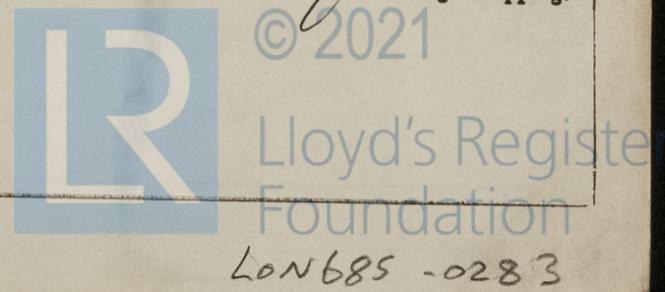
H. L. Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 29 MARCH 1889

Assigned B.S. 3, 89

Form No. 9—Transfer Ink—(6/00, 28/189). * Certificate to be sent to Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book



It is submitted that this vessel is eligible to have B.S. 3. 29. recorded.

W.A.

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