

52356

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

(Received at London Office) **WED. 7 OCT 1891**

No. 609 Date of Writing Report 6th Oct 18 91 Port of London
 No. in Reg. Book 609 Survey held at London Date, first Survey 1st Oct Last Survey 5th Oct 1891
 on the Machinery of the S.S. Amanda Master J. O'Hallivan No. of Visits 3
 Tonnage { Gross 1607 Vessel built at Hartlepool By whom E. Hithy & Co When 1878 8
 Net 1041 Engines made at S^o When 1878 Boilers, when made (Main) 1878 (Donkey) -
 Registered Horse Power 140 Owners Steel Young & Co Port London Voyage -
 No. of Main Boilers - If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery 100A1.6.91
 Steam Pressure in Main Boilers 65 lb (State name of Dock.) Cubitt Town (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 6.91
 in Donkey Boiler - BS 4.90
 Last Survey No. 3-6-91 Port S^o Hartlepool

Particulars of Examination and Repairs (if any) Damage by grounding
 (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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Examined propeller & fastenings found satisfactory
Stem bush found out of place - all the screws for securing same to stem tube sheared off

Recommended propeller to be taken off & tail shaft to be drawn
Stem bush found 5" slack in stem tube - recommended new bush to be fitted which has been done satisfactorily

Tail shaft examined, found in good order

Exam^d Sea Connections found S^o S^o

The foregoing repairs were carried out consequent on vessel grounding in the river Thames on the 25th ult. - and remained fast for 12 hrs. Main engine it is stated were kept going full sp^d action for about 4 hrs. before gett^g the vessel off the ground

General Observations, Opinion, and Recommendation:—

(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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

As far as seen the machinery of this vessel is in good work^g order & eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27) £ :
 Survey Fee (per Section 28) £ :
 Special Damage Fee (per Section 28) £ 2 : 2 : -
 Travelling Expenses (if chargeable) £ : :

Fees applied for
8/10/1891
 Received by me,
17.10.91

Robert Baylour
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

* State if Certificate is required

Committee's Minute **FOR 9 OCT 1891**

Assigned As now



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Lloyd's Register Foundation

LON694-0182

It is submitted that this vessel
is eligible to remain as
classified.

C.E.S.

8.10.91.

