

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

(Received at London Office)

SAT. 27 AUG 1892

No. *620* Date of Writing Report *26th Augth 1892* Port of *London*
 No. in Reg. Book *620* Survey held at *London* Date, first Survey *12th July* Last Survey *26th Augth 1892*
 on the Machinery of the *S.S. "Amaudali"* Master *Brown* No. of Visits *12*
 Tonnage Gross *1526* Net *966* Vessel built at *Warrlepool* By whom *S. Wither & Co* When *1878* 8
 Registered Horse Power *140* Engines made at *do* When *1878* Boilers, when made (Main) *1878* (Donkey) *1891*
 No. of Main Boilers *one* Owners *Steel Young & Co* Port *London* Voyage *Laid up*
 Steam Pressure in Main Boilers *65 lb* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *100 A1*
 in Donkey Boiler *80 lb* (State name of Dock.) *Canal d.d. & W. Lud St* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *9.91*
 Last Survey No. *S.S. Spp^s N^o 3.6.91* Port *London* Voyage *Laid up* *LMC 6.91*

Particulars of Examination and Repairs (if any) *Annual B.S. & Condition*
 (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? *Yes*
 Do. " Donkey " " " *No - This boiler is only one year old marked Lloyd's list fitted 6/91*
 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? *Yes*
 At what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*
 To what pressure were they afterwards adjusted?

*The vessel was placed in the dry dock
 Propeller, stern bush & sea connection fastenings examined & found in good order*

The L Pres. Cylinder was found out of truth & much worn - the cyl^r was efficiently bored ^{out} and a cast iron liner effectually fitted and secured by bolts to the body of the Cyl^r.

Examined main boiler & its Safety valves inter^{ly} & exter^{ly} found same in good order

The donkey boiler was under steam. It appears to be in good order the safety valve lifted at 80 lbs pres. This boiler was fitted new in June 1891.

To complete the survey the main boiler safety valves have to be adjusted under steam.

The Owner's representative states that the vessel is laid up for an indefinite time - but will advise when steam is up for the purpose of completing survey.

General Observations, Opinion, and Recommendation: - *The machinery as far as seen & the boilers are in good working order and in my opinion the vessel is eligible to remain as classed & have B.S. 892 recorded when the main boiler safety valves have been adjusted under steam.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	<i>U.C.H.</i>
Survey Fee (per Section 28).....	£	:	:-	<i>31/8 1892</i>	
Special Damage Fee (per Section 28).....	£	:	:		
Travelling Expenses (if chargeable).....	£	:	:	Received by me,	<i>Robt. Ballour</i>
				<i>27/9/1892</i>	

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

It is submitted that this vessel WILL BE eligible for the register

B.S.-8-92 when the safety valves of the Main boiler have been adjusted under steam

on account of wear & tear, a liner was fitted on the L.P. Cyl. (The surveyor to give the date of cyl. as now attached)

Survey became due 6 92

all complete except as stated above

date of completion not given
vessel is laid up.

N. A.

31-8-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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