

(Received at London Office SAT. JAN 11 1896)

No. 57284

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 11-1-96

When handed in at Local Office 11-1-96

Port of London

No. in Reg. Book

Survey held at London

Date, First Survey May 10/95

Last Survey 9-1-1896

497

on the Wood, Iron or Steel

S.S. Amaraipoora

(No. of Visits)

56

Master

Cameron 96

TONNAGE:-

Built at

Glasgow

By whom

Scott & Coy

When

1874-1

GROSS

2464

Owners

R Varty

Port belonging to

Glasgow

UNDER DK.

2427

NET

1619

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock

Dry Dock

Name of Dock

Millwall Dock

Destined Voyage

Middlebrook

WB=CellDBorDBa

tons; uE&B

tons; J

tons; }

FPT

tons; APT

tons; MT

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 34715 Port Lw

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 2

This steamer was placed in dry dock, the bottom examined cleaned and recoated.

The fore and after peaks, coal bunkers, Engine and boiler space and holds cleared and examined all the loose ceiling and hatches in flat of holds & Bunkers lifted and also in bulges as required by the Rules and the cement, floors, plating & framing &c examined all fore and aft. The decks examined also the sluices pumps, rtr doors, masts, spars, rigging and general equipment. The chain cables ranged out for inspection.

Repairs now done:- The stoppers of rudder removed and a plate riveted over defect in the plating in way of same & stoppers replaced and rivetted.

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...
Faired or Repaired ...

Plates.

Frames.

R. Frames.

Floors.

Beams.

Other Items:-

Continued

PRESENT CONDITION OF THE

Decks Good

Waterways

Coamings

Up'r Dk. Beams & Fastenings

Low'r Dk. Beams & Fastenings

Plating

Planking

Transverse Rivets

Breasthooks & Stems

Transoms, Pointers, & Crutches

Timbers of Frame at the openings

Keelsons

Clamps, Shells & Stringers

Siding

(State if examined.)

Ceiling

Cement

(State if examined.)

Tasks

(State if examined.)

Caulking of Bot'm, D'k, & Wat'rwys

Copper on V.M.

(State if on feet.)

When put on, Month

Good

Rudder

Windlass & Capstan

Pumps

Sluice Valves

Watertight Doors

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunker, Open'gs, Lids, &c.

Scuppers

Cargo & Main H'tch'wys

Good

Hatches

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

Rule length

Hawsers & Warps

Standing & Running Rigging

Good

aloft

yes

2

33-18-2K

yes

270

17 1/2

240

17 1/2

good

General Observations, Opinion as to Class, Recommendation, &c.

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91 and the notations of ss No. 1-91 and ptND91, &c."

This vessel now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of survey Lon 1/96 and the notation ss Lon No 2-96 recorded subject to the cement in Boiler Room being favourably reported upon by the Society's Surveyors at Middlebrook

Office Fee (if chargeable) per Scale II, Sec. 27

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

14/11/96

29.3.96

Received by me,

15-1-96

Committee's Minute

Character assigned

FRI. JAN 17 1896

TUES. JAN 28 1896

FRI. FEB 7 1896

Register Foundation

LON 707-0385 1/2

S/s Amarapoota

The decks caulked all fore and aft and sundry graving pieces renewed &c where necessary. The deck between the Boiler and Engine Room casings repaired & sheathed over with $\frac{1}{2}$ inch pine the deck planks each side of Boiler and Engine Room casings renewed, the iron deck under galley doubled where thin and recemented. The fore end of Engine Room skylight casing renewed, and an angle iron fitted on the upper edge of coaming, the fracture in the deck plating at after end of casing on the port side & fore end on the starboard side repaired by fitting doubling plates on upper side.

The old donkey boiler at fore end of Boiler casing removed and the abutment bulkhead of same renewed at lower part.

The coaming plates of the Boiler Room side casing partly renewed, and the dust casing above repaired, the top of casing partly renewed. The corners of the casing unriveted closed & renewed.

The bridge deck partly renewed at centre line & extend over house occupied formerly by the Donkey Boiler, a new chart house fitted on same together with pilot bridge, rails & stanchions.

The windlass, steam and hand steering gear overhauled together with the rods & chains.

The floors in Boiler Room doubled, the reverse bars on top of same partly renewed also the lower angles of boiler bearers, the centre keelson in this locality doubled on each side and the lower angles and rider plate renewed, the two angles of side keelsons renewed and an additional double angle stringer fitted on each side for compensation, the angles of the boiler front chocks renewed, also one plate chock of the foremost one on the starboard side & plate fitted on upper part to prevent boilers shifting in lieu of those originally fitted which were wasted.

The lower part of the Cross Bunker bulkhead at after end of stoke hold largely renewed also the lower portion of the passage way through this bunker to the Engine room. The foremost bulkhead of stoke hold also repaired.

A number of defective rivets in the shell plating removed and renewed, the heads having been knocked in chipping plating.

S/S Amara-poor

The pipes and suction, removed in Boiler Room in way of repairs, renewed, & the cement between the floors replaced, which apparently has not set properly as to be efficient up to time of leaving.

The cement in holds repaired where necessary and a quantity of ceiling under hatchways found defective renewed.

The spar ceiling in holds taken down in the lower holds and iron work behind same chipped, cleaned and repainted. The bunkers were also chipped & recoated.

The defective plating over ^{fore} cross bunker of the 2nd deck removed & renewed by four new plates on each side and the deck over same renewed.

The athwartship Tween deck bulkhead at fore end end of fore cross bunker renewed at its lower part and angle stiffeners repaired.

The Tween deck casings to Boiler and Engine Room repaired by doubling plates and partial renewal as required.

The outer edges of plate stringer on hold or 3rd deck beams repaired by fitting an angle to same in both cross bunkers and the angles of the beams by fitting rider plates to them from side to side.

The foremast, fore yard, fore lower topsail yard, fore upper topsail yard, fore topgallant yard, fore topmast fore boom main topmast renewed also the standing and running rigging to each mast &c.

Two life boats replaced with others, a new steel $3\frac{1}{2}$ & $2\frac{3}{4}$ ~~steel~~ hawsers supplied together with manufacturer's certificate.

It is proposed to examine cement under the Boilers at Middlesbrough to ascertain if it has set and is efficient, if not the owners propose to remove and replace it at that port. The Society's surveyors having been advised by letter dated 8/1/96.

Edward J. Tierney.
H. P. Ryck-Reene