

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

(Received at London Office)

MON 13 DEC 1897

Date of writing Report *Dec 10th 1897* When handed in at Local Office *18* Port of *London*
No. in *529* Survey held at *London* Date, First Survey *Dec 5th* Last Survey *Dec 7th 1897*
g. Book. *on the Machinery of the Wood, Iron or Steel* *S.S. Ameer* Master *Russell*
Gross *4109* Vessel built at *Belfast* By whom *Harland & Wolff* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
Net *2682* Engines made at *50* Owners *J. J. Brocklebank* Port *Liverpool* Voyage *Calcutta*
Registered *295* If Surveyed *Afloat or in Dry Dock* *Jilbury Dry Dock*
of Main Boilers *1* (State name of Dock.)
of Donkey Boilers *1*
Steam Pressure—*180 lbs*
Main Boilers *180 lbs*
Donkey Boilers *60 lbs*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. ☒ for Special Survey. ☐ for Periodical Survey. Date of last Survey and of Periodical Surveys.
Year Assigned now expired.
Machinery and Boiler Surveys (including date of N.B., if any).
100 A.1. 8-97. *100 M.C. 3-93*
S.S. Lir No. 1. 93. *B.S. 11-96*

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*
Do. " Donkey " " " *No*
his was not done, state for what reasons? *Boilers not prepared for Survey*
what parts of the Boilers could not be thus thoroughly examined? *Survey to be held on vessel's return.*
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? *At what pressure were they afterwards adjusted under steam? ✓*
the Surveyor examine the Safety Valves of the Main Boiler? *✓*
the Surveyor examine the Safety Valves of Donkey Boiler? *✓*
the propeller shaft been drawn and examined at this time? *No* If spare propeller shaft fitted, state whether new? *✓*
the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *Bush retained.*

the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *To be completed at next dry docking is about 6 months time.*
On account of Damage caused by a wire hawser getting foul of propeller the following temporary repairs have now been done. Stern bush rewooded and refastened with four additional bolts, new guard ring fitted & propeller blades faired. The Thrust-shoes reinstalled.

The following repairs arranged to be done at next dry docking. New Stern bush complete with guard ring to be fitted, New nut to be fitted on end of Stem Tube.

General Observations, Opinion, and Recommendation: *This Vessel's Machinery is now as far as seen in safe condition & in my opinion the Vessel is eligible to remain as classed subject to the above repairs being done at the next dry docking as arranged*

or Registration Fee (per Sec. 27)..... £ : : Fees applied for *15/12 97*
y Fee (per Section 28)..... £ : : *ACT*
Damage Fee (per Section 28)..... £ *3 : 3 : 0*
ing Expenses (if chargeable)..... £ *6 : 0 : 0*
if Certificate is required..... £ *2 : 17 : 0*
Received by me *30/12 97*
mittee's Minute *FRI. 17 DEC 1897*
igned *Deferred*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
M. Salma
TUES. 3 MAY 1898
FRI. 6 MAY 1898
Lloyd's Register Foundation
LON 714-0189

S.S. No 2 due 10, 97 to be completed at the
vessels next docking in about 6 months

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

Stem brack renewed & refastened & Guard
ring renewed due to damage.

It is submitted that
this vessel is eligible to
remain as **CLASSED**. Subject to the
stem brack being renewed with
Guard ring complete at the
vessels next dry docking

15/12/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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