

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

(Received at London Office, \_\_\_\_\_)

No. **9144** Date of Writing Report **April 5<sup>th</sup> 1889** Port of **Glasgow**  
 No. in Reg. Book **134** Survey held at **Glasgow** Date, first Survey **and** Last Survey **April 3<sup>rd</sup> 1889**  
 on the Machinery of the **P. P. Camel** Master **Bannister** No. of Visits **One**  
 Tonnage } Gross **356** Vessel built at **Belfast** By whom **Harland & Wolff** When **1870** Boilers, when made (Main) **1883** (Donkey)   
 } Net **226** Engines made at **Greenock** When **1870** Boilers, when made (Main) **1883** (Donkey)   
 Registered } **70** Owners \_\_\_\_\_ Port \_\_\_\_\_ Voyage \_\_\_\_\_  
 Horse Power } **Two** No. of Main Boilers \_\_\_\_\_  
 Steam Pressure in Main Boilers **90 lbs** If Surveyed Afloat or in Dry Dock **by and Dry Dock** Class of Vessel & Machinery **100 A. 1. 11-88. A. 1.**  
 in Donkey Boiler  (State name of Dock.) \_\_\_\_\_ (As in Register Book, including date of last Boiler Survey.) **L.M.C. 10-87 B.S. 2-88**

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) **Docking Survey**  
 (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? **No.**

If this was not done, state for what reasons? **Not required.**

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?

When this vessel was in Dry Dock the sea cocks & valves all overhauled and found in good condition. Propeller & fastening examined. This propeller & shaft are on the lowering principle and as far as could be ascertained without disconnecting the joint of shaft everything was found to be good working order - the outer brass bearing of shaft is a little the worse for wear, but this does not affect its safe working.

## 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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The above mentioned parts of the machinery are in safe working condition and in my opinion eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	188
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

**Walter E. Robson.**  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES 21 MAY 1889**  
 Assigned **Remain as classed**

The 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.



9174 Gls

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.

It is submitted that this  
vessel is eligible to  
remain as  
Classed  
N.A.  
17-5-89



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.