

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

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

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

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

Committee's Minute

TUES 21 MAY 1889

Assigned Remain as classed

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.
W.A.
17-5-89



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.