

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

No. 9333 Date of Writing Report Aug. 9<sup>th</sup> 1889 Port of Glasgow  
No. in Reg. Book. 134 Survey held at Glasgow Date, first Survey Aug. 9<sup>th</sup> 1889 Last Survey Aug. 9<sup>th</sup> 1889  
on the Machinery of the S. S. Camel Master D. McAllister No. of Visits one  
Tonnage Gross 356 Net 226 Vessel built at Belfast By whom Harland & Wolff When 1870  
Registered Horse Power 70 HP Engines made at Belfast When 1870 Boilers, when made (Main) 1883 (Donkey) ✓  
No. of Main Boilers two Owners Matthews & Luff Port Belfast Voyage Ireland  
Steam Pressure in Main Boilers 90 lb. If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery 100 A 7  
in Donkey Boiler ✓ (State name of Dock.) Govan (As in Register Book, including date of last Boiler survey.) NB 83 LMC 10, 87  
4, 89  
B S 12, 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?

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?

While the above vessel was in Dry Dock all sea cocks and valves were opened out and examined, found in good order; Also propeller and fastenings examined

General Observations, Opinion, and Recommendation:— The above named

(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.)

vessel, is in my opinion eligible to remain as classed in the Register Book without new record, as the machinery is in good order as far as I have seen.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 23).....	£	:	:	188
Special Damage Fee (per Section 23).....	£	:	:	
*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 FRIDAY 16 AUGUST 1889

Assigned

Remain as Classed



93339

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.  
15-8-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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