

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

(Received at London Office,

THURS 12 JUNE 1890

No. 9891

Date of Writing Report

June 10th 1890

Port of Glasgow

No. in

Reg. Book. Survey held at

Glasgow

Date, first Survey

3rd June

Last Survey

June 7th 1890

137 on the Machinery of the

S. S. Camel

Master

Mitchell

No. of Visits

4

Tonnage

Gross

356

Net

226

Vessel built at

Belfast

By whom

Harland & Wolff

When

1870

9

Registered

Horse Power

70

Engines made at

Greenwich

When

1870

Boilers, when made

(Main) 1883

(Donkey)

No. of Main Boilers

Two

Owners

S. S. Camel Coy. (Lim)

Port

Belfast

Voyage

Coasting

Steam Pressure

in Main Boilers

90 lbs

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Kelvinhaugh Slip & Queens Dock

Class of Vessel & Machinery

100 A 7

A 1 * 1

12, 89

S. S. LON N° 188

* N B 83

Last Survey No.

Port

Particulars of Examination and Repairs (if any) Annual Survey

LMC 1087, BS 12, 88

(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?

Yes

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?

When this vessel was in this Port, Main Boilers opened out for examination, found them internally and externally in good order, two new sludge hole doors in each boiler renewed, as they were leaking & wasting badly.

Safety valves and all other boiler mountings examined, and put in good working order.

Vessel placed on Slipway, all sea cocks opened out and put in good working order, propeller & fastenings all in order.

Steam raised in Main Boilers and safety valves adjusted to working pressure.

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.)

This vessel's machinery is in good and efficient working condition, and eligible in my opinion to remain as classed in Register Book, with the additional notation

BS 6, 90

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 1 : 10 :
Special Damage Fee (per Section 28) £ : :
*Certificate (if required) as per margin £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for
9/6 1890
S. H. D.
13. 6. 90
Received by me,
12. 6. 1890

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

Committee's Minute

FRI 13 JUNE 1890

Assigned

RS 6/90

4891 gels

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 have B.S. 6.90
recorded.

M.L.
12.6.90



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Foundation