

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. **137** Survey held at **Glasgow** Date, first Survey **3rd June** Last Survey **June 7th 1890**
 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 **Both**
 in Donkey Boiler ✓ Class of Vessel & Machinery **100 A 7**
 in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey. **12, 89**
S. S. LON N^o 188
✱ NB 83

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) **Annual Survey** **LMC 10, 87, 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**

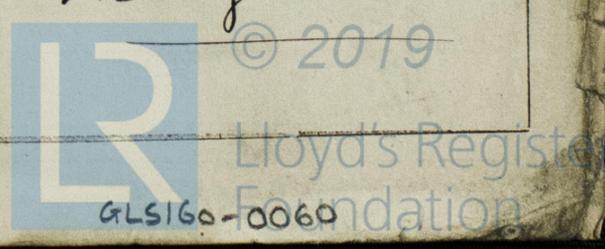
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 9/6 1890 S.H.D. 13. 6. 90 Received by me, 12. 6. 1890
Survey Fee (per Section 28)	£ 1 : 10. 0	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute **FRI 13 JUNE 1890**
 Assigned **RS 6/90**

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.



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.

4891-92

It is submitted that this record
is eligible to have B.S. 6.90
recorded.

M.L.D.
12.6.90



© 2019
Lloyd's Register
Foundation