

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

29 APR. 92

No. 11445 Date of Writing Report 27th April 1892 Port of Glasgow
 No. in Reg. Book 104 Survey held at Glasgow on the Machinery of the "Camel"
 Date, "first Survey" 28th March Last Survey 20th April 1892
 Master S. English No. of Visits 11
 Tonnage Gross 366 Net 226 Vessel built at Belfast By whom Harland & Wolff When 1870-9
 Registered Horse Power 40 Engines made at Greenock When 1870 Boilers, when made (Main) 1883 (Donkey)
 No. of Main Boilers Two Owners S. S. Camel Co. Ltd. Port London Voyage Not fixed
 Steam Pressure in Main Boilers 90 lbs If Surveyed Afloat or in Dry Dock Both (State name of Dock.)
 in Donkey Boiler Class of Vessel & Machinery 100A1
 (As in Register Book, including dates of Special Surveys of Ship and of Main Boilers)

Last Survey No. Port Special Periodical
 Particulars of Examination and Repairs (if any) + Damage
 (State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)
 Repairs due to other causes. State also the dates and initials of any letters respecting this case
 L.M.C. 10-84 28.8-91

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 Do. " Donkey " " " No donkey boiler
 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?
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes
 At what pressure were they afterwards adjusted under steam? 82 lbs
 Did the Surveyor examine the Safety Valves of Donkey Boiler?
 To what pressure were they afterwards adjusted?

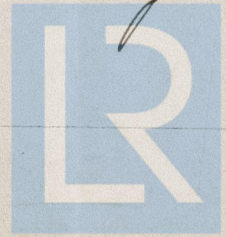
Repairs due to Damage:— This vessel is fitted with a raising and lowering propeller arrangement. In consequence of the vessel having, it is stated, struck some hard object, the four blades were broken off at the root. The shaft has been drawn in for examination, and found in good order; four new blades have been fitted; two new racks fitted to lowering gear, and this gear overhauled; the universal joint to propeller shaft has been thoroughly overhauled, and new caps and bushes, also new bolts, fitted.

Repairs due to S.P. Survey:— The cylinders, pistons, slide valves, pumps, crank & tunnel shafting opened out, and found in good order; the sea-cocks and fastenings were also examined. The main boilers were opened up and examined; they are in fair condition generally. The following repairs have been satisfactorily carried out— Twisted patches fitted at the bottom circular seams at front, back, and middle of each boiler, also a twisted patch in bottom of furnace of Port boiler. Steam has been raised and the safety valves adjusted to the working pressure.

General Observations, Opinion, and Recommendation:— The above mentioned repairs have been satisfactorily carried out, and in our opinion this vessel's machinery is in safe working condition, and eligible to have notification in the Register Book. L.M.C. 4-92.

Office or Registration Fee (per Sec. 27) £ :
 Survey Fee (per Section 28) £ 3 : 10 :
 Special Damage Fee (per Section 28) £ 3 : 3 :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for 26/4 1892
 Received by me, R. J. Beveridge, J. Hunter.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Glasgow

*State if Certificate is required
 Committee's Minute TUES. 3 MAY 1892
 Assigned L.M.C. 4.92



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GLS 165-0047

11475-96

It is submitted that
this vessel is eligible for
THE RECORD LMC 4-92

NA

30-4-92

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.

THE SURVEYORS ARE TO BE CROSS THIS MARG



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