

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

1154

(Received at London Office.....) JUN 22

No. 11548 Date of Writing Report May 30th 1892 Port of Glasgow.

No. in Reg. Book 952 Survey held at Bowling Date, first Survey May 27th Last Survey 1892

on the Machinery of the S.S. "Comelieu" Master M. Hinson No. of Visits 1

Tonnage { Gross 408 Net 139 Vessel built at Bowling By whom Scott & Co When 1890 3

Registered Horse Power 60 Engines made at Glasgow When 1890 Boilers, when made (Main) 1890 (Donkey)

No. of Main Boilers one Owners J. Robertson Port Glasgow Voyage Bilbao.

Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Bowling Slip Class of Vessel & Machinery 100 A1

in Donkey Boiler 70 lbs (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 3-90

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking

(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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

When this vessel was on the above Slipway, the sea connections, propeller, & propeller fastenings were examined & found in good condition.

General Observations, Opinion, and Recommendation:— *I am of opinion, that the machinery of this vessel, as far as seen, is in good safe working condition, and eligible to remain as classed, without any alteration in notification.*

		Fees applied for	
Office or Registration Fee (per Sec. 27)	£ :	18	
Survey Fee (per Section 28)	£ :		
Special Damage Fee (per Section 28)	£ :		
Travelling Expenses (if chargeable)	£ :		
		Received by me,	
		18	

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

*State if Certificate is required _____

Committee's Minute FRI 3 JUN 1892

Assigned As now

State in report is also now sent on the Ship (yes or if not checked, and when, one will be sent.)

Certificate to be sent to (The Surveyor's name and address, not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.



115 45 900

N.B.—If this Report is copied by Copying Press, special 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
the vessel is eligible to
remain AS CLASSIFIED.

W.A.
16-92

W.A.
16-92

When this vessel was on the above voyage, the sea connections, weather & general conditions were excellent & found in good condition.

Machinery of this vessel, as far as seen, is in good shape working condition, and eligible to remain as classed, with any alteration in specification.

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