

47731*

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

(Received at London Office, 24. 10. 87)

No. _____ Date of Writing Report _____ 188 _____ Port of _____
 No. in Survey held at London Date, first Survey 20 Oct Last Survey 21 Oct 1887
 Reg. Book. _____ (No. of Visits 3)
140 on the Machinery of the S. S. Camel Tons, Net 226 Gross 356
 If Surveyed Afloat or in Dry Dock Surry Em. Dock Vessel built at Belfast in 1870 Engines made in 1870
 (State name of Dock.)
 No. of Main Boilers two Made in 1883 Donkey Boiler made in 18____ Working Pressure, Main Boilers 90 lbs.;
 Working Pressure, Donkey Boiler _____ lbs.; Owners Harland & Wolff Port Belfast
 Last Survey No. _____ Port _____ Class of Vessel and Machinery 100T. 1.87
 (As in Register Book.) A1X1.
L.M.C. 11. 83.

Particulars of Repairs and Examination

(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?

Part Special Survey

Examined 2 main boilers (single furnaces) and found them in a good condition
 No donkey boiler
 Examined safety valves and found them in a good condition and to blow off at 82 lbs.
 Examined high pressure cylinder, the crankshaft and slide valves and found them good.
 The seaconnections have to be seen when the vessel is put into dry dock.
 See also previous report London

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.)

As far as seems the machinery of this vessel is in a safe working condition and eligible in my opinion to have L. M. Class recorded in the Register Book provided that the seaconnections are found in a good condition when examined

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 188 received by me, 1. 11. 1887
Survey Fee (per Section 28)	23	:	3	
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute TUESDAY 25 OCT 1887
 Assigned _____



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T. & S. Form No. 9. (The Surveyors are requested not to write on the Hull of the Ship)

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

LON 578-0490

Submitted that this vessel
will be eligible to have
the notification LmC 10.87

When the sea connections

have been examined

found satisfactory

H/S

25.10.87



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