

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

No. \_\_\_\_\_ Date of Writing Report March 12<sup>th</sup> 1890 Port of London  
No. in Reg. Book. 289 Survey held at London Date, first Survey March 3<sup>rd</sup> Last Survey March 12<sup>th</sup> 1890  
on the Machinery of the A. S. Caroline Master Savio No. of Visits 3  
Tonnage { Gross 466 Net 248 Vessel built at London By whom L. Scott Russell When 1853  
Registered Horse Power 75 Engines made at A. Shields When 84-89 Boilers, when made (Main) 44-89 Donkey) ✓  
No. of Main Boilers One Owners W. H. Pollas Port London Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Mountain's Class of Vessel & Machinery  
in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 85-21-189  
Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any)

(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?

See connections & propeller fastenings run  
a new tail shaft & stern bush fitted, shafting  
lined up throughout, crank & thrust shafts run  
cast iron couplings fitted new, the one on tail  
shaft screwed on with a key through, the one on  
thrust shaft screwed on also with a key through  
satisfactory

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.)  
As far as seen this vessel's machinery is in good  
condition & eligible in my opinion to remain as  
classed

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

Committee's Minute \_\_\_\_\_  
Assigned Remain as classed



It is submitted that this  
vessel is eligible to  
remain as  
classed—

N.A.  
13.3.90

