

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

No. 102 Date of Writing Report 25<sup>th</sup> April 1891 Port of London  
Survey held at London Date, first Survey 22<sup>nd</sup> April Last Survey 24<sup>th</sup> April 1891  
on the Machinery of the S.S. "Baron Clibault" Master C.W. Perry No. of Visits 2  
Tonnage Gross 1772 Net 1135 Vessel built at Port Glasgow By whom Murdoch & Murray When 1889 6  
Registered Horse Power 160 Engines made at Glasgow When 1889 Boilers, when made (Main) 1889 (Donkey) 1889  
No. of Main Boilers 2 Owners H. Hogarth Port Ardrossan Voyage Rangoon  
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock East Ind. S.P.  
in Donkey Boiler 100 lb  
Last Survey No. 404 Port London  
Class of Vessel & Machinery 1-150 A1 1891  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

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 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?

The pipes for circulating the water in Main Boilers have been altered (as recommended in report attached) satisfactory  
A new H.P. Piston & pack & ring has been fitted &c.

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 the machinery of this vessel is in good work<sup>ing</sup> order and in my opinion eligible 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)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				18

\*State if Certificate is required

Committee's Minute TUES. 28 APR 1891

Assigned as now

Robt Balfour  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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Foundation  
LON692-0419

State if a Report is also now sent on the Ship, or if not, when, and when, one will be sent.

\*Certificate to be sent to

16-L. R. P. H. Form No. 9.—Transfer Ink—5,000, 22-2-91.

(The Surveyors are requested not to write on or before the space for Committee's Minute.)

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



It is submitted that this vessel  
is eligible to remain a classed

27.4.91  
C.P.S.

