

51797

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

(Received at London Office)

SAT. 25 APR 1891

No. *102* Date of Writing Report *25th April 1891* Port of *London*
 Survey held at *London* Date, first Survey *22nd Apr* Last Survey *24th Apr 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 Address *Ardrissan* Voyage *Bangor*
 Steam Pressure in Main Boilers *160 lb* If Surveyed Afloat or in Dry Dock *East Ind. S.P.*
 in Donkey Boiler *✓* (State name of Dock.)
 Last Survey No. *404* Port *Ardrissan* Class of Vessel & Machinery *1-150 Al. 1891*
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Shat dk + LMC 6.89*

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 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

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

*State if Certificate is required

Committee's Minute *TUES. 28 APR 1891*

Assigned *as now*

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—5000, 27-5-91. (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.



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

27.4.91
C.P.S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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