

52596

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

(Received at London Office)

WED. 6 JAN 1892

No. 83 Date of Writing Report 4th Jan 1892 Port of London
No. in Reg. Book 83 Survey held at London Date, first Survey 21st Dec Last Survey 29th Dec 1891
on the Machinery of the S/S "Carrick Castle" Master Broadfoot No. of Visits 3
YEAR. MONTH.
Tonnage Gross 3705 Net 2331 Vessel built at Glasgow By whom J. Elder & Co When 1880 12
Registered Horse Power 600 Engines made at Marblepool When 1888 Boilers, when made (Main) 1888 (Donkey) 1888
No. of Main Boilers 1 Owners D. Currie & Co Port London Voyage Cape
Steam Pressure in Main Boilers 150 lb If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A1.7.9
in Donkey Boiler ✓ (State name of Dock.) Green St & E. Ind. St (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-NB 2.88
Last Survey No. 2.88 Port London 1-NB 2.88

Particulars of Examination and Repairs (if any) Condition

(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?

Vessel placed in dry dock
Examined propeller & sea connection fastenings, found good
Intermediate Cylinder Steam Chest found bar between
cyl steam & exhaust ports fractured across the whole width of the
ports. A strong brass patch 3/4" thick has been effectually fitted

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

So far as seen the machinery of
this vessel is in safe working order & eligible in my opinion
to remain as classed in the register book.

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

*State if Certificate is required

Committee's Minute FRI 8 JAN 1892

Assigned As now

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



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LON695-0049

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

16.-L. E. P. H.-Form No. 9.-Transfer Ink-5,000, 18/8/91

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

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

N.B.—If this Report is copied by Copying Press, especial 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.

NA
6-1-92



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.