

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

(Received at London Office)

TUES. 24 MAY 1892

No. 233 Date of Writing Report 23.5.92 18 92 Port of London  
 No. in Reg. Book 233 Survey held at London Date, first Survey Mar: 9 Last Survey May 18 1892  
 on the Machinery of the S. & "Caroline" Master                      No. of Visits 7  
 Tonnage Gross 466 Net 248 Vessel built at Lon: By whom J. Scott Russell & Co When 1853  
 Registered Horse Power 75 Engines made at S. Shlas. When 1884 Boilers, when made (Main) 1877 (Donkey)                       
 No. of Main Boilers 1 Owners Sollas & Sons. Port London Voyage                       
 Steam Pressure in Main Boilers 80 lbs. If Surveyed Afloat or in Dry Dock Fountain Class of Vessel & Machinery 1-35A1  
 in Donkey Boiler                      (State name of Dock.)                      (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 2.89  
 Last Survey No.                      Port                      B.S. 1.92.

Particulars of Examination and Repairs (if any) Compltn. of S.S. No 1  
 (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, sea combrs. exd. & found in good condn.  
Propeller discomtd. tail shft. drawn, a new tail shft. has now  
been fitted & bush renewed, propeller replaced.  
Exd. cyldrs. slides, air, erectg. frd & bilge pumps & valves all  
found in good condn. Crank & thrust shft. found in good condn.

General Observations, Opinion, and Recommendation:— The machinery being now in  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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.)  
good & safe working condn. / B.S. 1.92 / renders the vessel eligible  
in my opinion to be marked in R. B. with L.M.C. 5.92.

Office or Registration Fee (per Sec. 27) £ 1  
 Survey Fee (per Section 28) £ 2 10  
 Special Damage Fee (per Section 28) £  
 Travelling Expenses (if chargeable) £

Fees applied for 14/4 1892  
 Received by me, 13/6 1892

Geo. E. Wilkinson  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 17 JUN 1892  
 Assigned L.M.C. 1.92



© 2019  
 Lloyd's Register  
 Foundation  
 LON696-0282



*It is submitted that  
this vessel is eligible for  
THE RECORD* L.M.C. 1.92

*excl.  
14.6.92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation