

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

(Received at London Office)

THUR, MAR 25 1897

Date of writing Report 18... When handed in at Local Office 18... Port of Glasgow

No. in Reg. Book. Survey held at Glasgow Date, First Survey 4 Last Survey 19<sup>th</sup> March 1897

239 on the Machinery of the Wood, Iron or Steel S. S. Carib. Master W. Smith

Tonnage { Gross 1437 Net 912 Vessel built at Stockton By whom Richardson Duck When 1882 9

Registered Horse Power 99 KHP Engines made at Kirkcaldy When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers 12 B Owners Malloy Mc Ludyre Port Glasgow Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Hendersons Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure— in Main Boilers 85 in Donkey Boilers 50

Last Survey No. Port

## Particulars of Examination and Repairs (if any)

Radical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

Has the propeller shaft been drawn and examined at this time? no If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined the Seacocks & connections & found them good.

General Observations, Opinion, and Recommendation:— As far as seen the machinery

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

of this vessel is in a safe working condition and 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)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

\*State if Certificate is required

Committee's Minute

FRI, MAR 26 1897

Assigned As now

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



Lloyd's Register  
Foundation

GLS177-0146



*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

*25.3.97*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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