

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

(Received at London Office,)

No. 278 Date of Writing Report London 188 9 Port of London
 No. in Reg. Book 278 Survey held at London Date, first Survey 15 Aug Last Survey 22 Aug 1889
 on the Machinery of the S. I. Carib Master Richardson Duck Ho No. of Visits 4
 Tonnage (Gross 1437 Net 912) Vessel built at Stockton By whom Richardson Duck Ho When 1882 YEAR. MONTH. 2
 Registered Horse Power 99 Engines made at Hartlepool When 1882 Boilers, when made (Main) 1882 (Donkey)
 No. of Main Boilers 1 Owners Anderson Anderson & Co Port Stockton Voyage
 Steam Pressure in Main Boilers 85 If Surveyed Afloat or in Dry Dock Wet & DDK Class of Vessel & Machinery 100H 1. 1. 89
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) +L.M.P. 7.87.

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Annual Boiler Survey
 (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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 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?

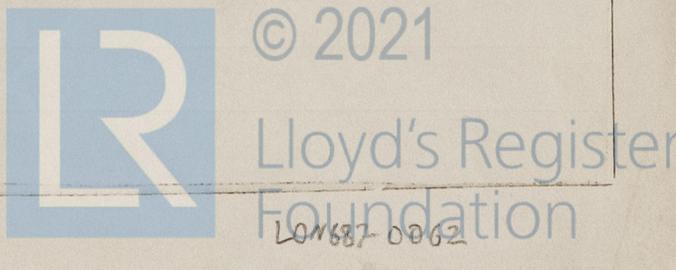
Examined sea-cocks & reconnections and found them good.
The donkey feed cock has had a larger cover plate fitted to cover some local corrosion in the ship's plates.
Examined main boiler and found it good. A new furnace crown has been fitted at forward end. Workmanship good.
Examined safety valves and found them good.
Examined donkey boiler and safety valves and found them good.
The safety valves were found to be in good working order under steam.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification B.S. 889 recorded in the Register Book.
 (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 I.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2:4: -	29.8 1889
Special Damage Fee (per Section 28)		} a.s.p.
*Certificate (if required) as per margin	Dr to Corp	
Travelling Expenses (if chargeable)	30.1.90	Received by me, 12/3 1890

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

Committee's Minute FRIDAY 30 AUGUST 1889
 Assigned W. J. Brown



State if a report is also sent on the ship or if not whether, and when, one will be sent.

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

It is submitted that this vessel is eligible to have B.S. 8-89, recorded.

N.A.
29. 8-89.

