

50,494

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

TUES 15 APRIL 1890

No. *228* Date of Writing Report *18* Port of *London*  
 No. in Reg. Book *228* Survey held at *London* Date, first Survey *8 April* Last Survey *1890*  
 on the Machinery of the *S.S. Carib* Master *Richardson Duke* No. of Visits *1*  
 Tonnage { Gross *1437* Net *912* Vessel built at *Stockton* By whom *Richardson Duke* Year *1882* Month *9*  
 Registered } Horse Power *99* Engines made at *Hartlepool* When *1882* Boilers, when made (Main) *1882* (Donkey)  
 No. of Main Boilers *85* Owners *Anderson Anderson & Co. Stockton* Voyage  
 Steam Pressure in Main Boilers *85* If Surveyed Afloat or in Dry Dock *Canal Dry Dock* Class of Vessel & Machinery *100 A 1889*  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *7 LMC 7-87*  
 Last Survey No. *35* Port *8.89*

Particulars of Examination and Repairs (if any) *Sea connections*  
 (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?

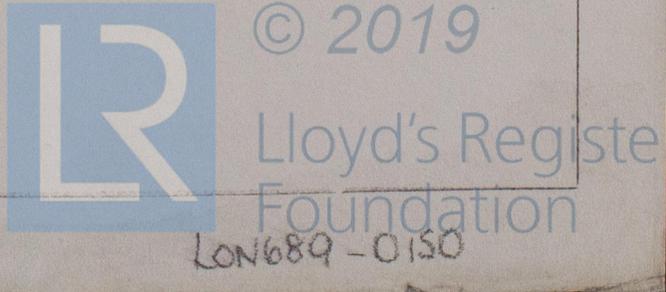
*Examined Sea connections & Connections I found them good.*

General Observations, Opinion, and Recommendation:— *As far as seen*  
 (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.)  
*The machinery of this vessel is in a safe working condition & 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)	£	:	:	
Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

*C. G. Schreyer*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 18 APRIL 1890*  
 Assigned *Remain as classed*



The ... 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.

It is submitted that this  
vessel is eligible to  
remain as  
classified.

W.A.  
17.4.90



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