

52416

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

(Received at London Office. **WED. 21 OCT 1891**)

No. _____ Date of Writing Report 20th Oct 1891 Port of London
 No. in Reg. Book. 107/199 Survey held at London Date, first Survey 8th Oct Last Survey 16th Oct 1891
 on the Machinery of the S.S. Carib Master Sharpe No. of Visits 3
 Tonnage Gross 1437 Net 912 Vessel built at Stockton By whom Richardson Duckett & Co When 1882 9
 Registered Horse Power 99 Engines made at Warrington When 1882 Boilers, when made (Main) 1882 (Donkey) 1882
 No. of Main Boilers One Owners Anderson Anderson & Co Port Stockton Voyage West Indies
 Steam Pressure in Main Boilers 85 lbs If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery +100 A 1887
 in Donkey Boiler 55 lbs (State name of Dock.) S.W. Ind. Dk (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +LMC 7.87
 Last Survey No. _____ Port _____ S.S. Law: N^o 187 B.S. 8.89

Particulars of Examination and Repairs (if any) S.S. N^o 2 Completion
 (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? Yes
 At what pressure were they afterwards adjusted under steam? 85
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
 To what pressure were they afterwards adjusted? (Dead Weight) 55 lbs

Examined - Cyls, pistons, slide valves, Crank Thrust & Tunnel Shaft?
Pumps & Condenser, all found in good order.
Main & Donkey boiler safety valves - adjusted main under
steam to blow at 85 lbs pres. per sq" & Boiler safety valve (Dead
Weight) lifted at 55 lbs.

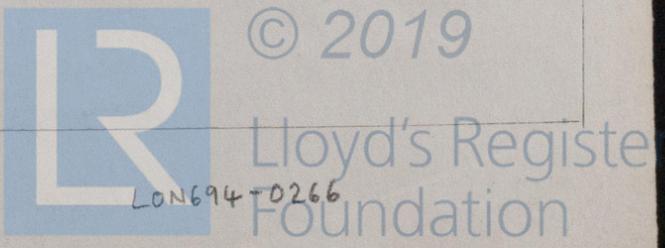
General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B.S. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, 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 and have L.M.C. 1.91 recorded 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)	£	:		
Travelling Expenses (if chargeable)	£	:		Received by me,
				18

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

*State if Certificate is required
 Committee's Minute 30 OCT 1891
 Assigned + Lmb 1/91



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.
 THE SURVEYOR SEE REGULATIONS...
 16.-L. B. P. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91
 *Certificate to be sent to...
 (The Surveys are requested not to write on or below the space for Committee's Minute.)

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

*It is submitted
that this case is eligible to remain
AS CLASSED. and to have
+ L.M.C. 1.91 recorded.
C.S.P.
28.10.91.*

