

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

(Received at London Office.....)

SAT. 30 JAN 1892

No. ✓ Date of Writing Report 28th Jan^y 1892 Port of London

No. in Reg. Book 193 Survey held at London Date, first Survey 19th Jan^y Last Survey 22nd Jan^y 1892
on the Machinery of the S.S. "Carib" Master Sharpe No. of Visits 2

Tonnage { Gross 437 Vessel built at Stockton By whom Richardson Duck & Co. When 1882 9
Net 912 Engines made at Martlepool When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

Registered Horse Power 99 Owners Anderson Anderson & Co. Port Stockton Voyage West-Indian

No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 1-100A/1091
Steam Pressure in Main Boilers 85 (State name of Dock.) Gruen & Co. & W. Ltd. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-LMC 1.91
in Donkey Boiler ✓ S.S. Low. No. 2.91

Last Survey No. ✓ Port ✓

Particulars of Examination and Repairs (if any) Condition

(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,
Examined propellers & all sea connection fastenings found same in good order*

*Notice was given re: the T.B. S. being now due.
The Chf. Eng^r states that he has not rec^d orders from the Owners to that effect.*

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 ~~X~~L.M.C. 1,91, as the case may be.)

So far as seen the machinery of this vessel is in good order & 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

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

Committee's Minute FRI 5 FEB 1892

Assigned As now

It is submitted that
this vessel is eligible to
remain AS CLASSED.

note - The Annual boiler survey
has just become due

M.A.

3-2-92

