

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

(Received at London Office)

SAT. 30 JAN 1892

No. *193* Date of Writing Report *28th Jan^y 1892* Port of *London*

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

Tonnage { Gross *437* Net *912* Vessel built at *Stockton* By whom *Richardson Duck & Co.* When *1882* 9

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

No. of Main Boilers *1* Owners *Anderson Anderson & Co.* Port *Stockton* Voyage *West-India*

Steam Pressure in Main Boilers *85* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *1-100A.1.91*

in Donkey Boiler *✓* (State name of Dock.) *Gross 50 + 4.20* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *S.S. Lon. N^o 2.91. 1-LMC 1.91*

Last Survey No. *193* Port *London*

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 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)	£	:		
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 **FRI 5 FEB 1892**

Assigned *As now*



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Lloyd's Register Foundation

LON695-0176

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to

16.-L. E. F. H.—Form No. 9.—Transfer Ink—5,000, 1889/91

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

*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

