

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

(Received at London Office TUES. 24 OCT 1893)

Date of writing Report *Oct 23* 18 *93* When handed in at Local Office 18 *Port of London*

No. in Reg. Book *220* Survey held at *London* Date, First Survey and Last Survey *Oct 23 1893*
on the Machinery of the Wood, Iron or Steel **S.S. CARIB** (No. of Visits *one*) Master *Sharpe*

Tonnage { Gross *1437* Vessel built at *Stockton* By whom *Richardson Duck etc* When *1882. 9.*
 Net *912* Engines made at *Hullpool* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*

Registered Horse Power *99* Owners *Anderson, Anderson, etc.* Port *Stockton* Voyage *West Indies*

No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *S.W. India Dry etc.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *85 lbs* in Donkey Boiler *-*

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A.1.</i>		<i>L.M.C.</i>
<i>1.93.</i>		<i>1.91.</i>
<i>SS. LON No 2. 91</i>		<i>B.S. 1.93.</i>

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Condition.*

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? *No*

Do. " Donkey " " " *No*

If this was not done, state for what reasons? *Survey not due*

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? *No*

Did the Surveyor examine the Safety Valves of the Main Boiler? *No*

At what pressure were they afterwards adjusted under steam? *No*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *-*

To what pressure were they afterwards adjusted? *-*

If the Survey is not complete state what arrangements have been made for its completion? *Completed.*

Examined propeller, stem bush, & sea connections fuel tanks, all found to be in good condition.

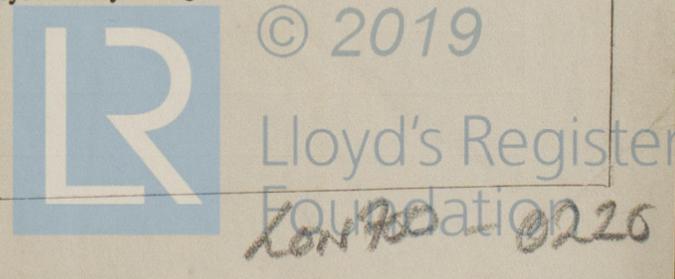
General Observations, Opinion, and Recommendation:— *This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.*

(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. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

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

P. M. Salmon.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____
 Committee's Minute *FRI 27 OCT 1893*
 Assigned *as now*



State if a Report is also now sent or if not whether, and when, one will

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

*It is submitted that
this vessel is eligible to
remain AS CLASSED,*

W.A.

25-10-93

