

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

(Received at London Office) TUES. 24 OCT 1893

Date of writing Report Nov 23 1893 When handed in at Local Office 18 Port of London

No. in  
Reg. Book. Survey held at London. Date, First Survey and Last Survey Oct-23 1893

220 on the Machinery of the Wood, Iron or Steel SS. "CARIB" (No. of Visits one) Master Sharpe

Tonnage 1437 Gross 212 Vessel built at Stockton By whom Richardson Dock Co. When 1882 9 YEAR. MONTH.

Registered 99 Engines made at Harlepool. When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

Horse Power *1*  
No. of Main Boilers *one* Owners *Anderson, Anderson, &c.* Port *Stockton* Voyage *West-Indies*

Steam Pressure—*85 lbs* If Surveyed Afloat or in Dry Dock *S.W. India Dry Dock* Particulars of Classification (which must be inserted  
in Main Boilers *85 lbs* (State name of Dock.) precisely as in Register Book & Supplements).

in Donkey Boiler		CHARACTER.		Machinery and Boiler Surveys
Date of last Survey and of		✕ For Special Survey. Date of last Survey and of		

Last Survey No. _____ Port _____		Date of last Survey and of Periodical Surveys.	Year Assistant not employed	Surveys (including date of N.B., if any).
1	2	3	4	5

*Particulars of Examination and Repairs (if any) Conditions.*

Periodical Surveys, when held, must be reported in detail and serially 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 ? Yes

Do.	"	Donkey	"	"	"	110
-----	---	--------	---	---	---	-----

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

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 or Donkey Boiler? .....

Q To what pressure were they afterwards adjusted ?

the Survey is not complete state what arrangements have been made for its completion?

Examined propeller, stem bush, & Sea connections & boltings, all found to be in good condition.

General Observations, Opinion, and Recommendation:— This vessel's machinery is

(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 the change, thus, for example, B.S. 0.02, B.&M.S. 0.02 or ~~X~~L.M.C. 0.02, as the case may be.)

Now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.

<p>Office or Registration Fee (per Sec. 27)..... £ : :</p> <p>Survey Fee (per Section 28)..... £ : ✓</p> <p>Special Damage Fee (per Section 28)..... £ : ✓</p> <p>Travelling Expenses (if chargeable)..... £ : :</p>	<p>18</p>	<p>Fees applied for</p> <p>Received by me,</p>
<p><i>B. M. Salmon.</i></p> <p>Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.</p>		

\*State if Certificate is required.....

Committee's Minute

Assigned as now

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

100

© 2019

Lloyd's Register

Ken 700 - 0226

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

*N.A.*

*25-10-93*

