

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

(Received at London Office)

FRI. FEB 28 1896

Date of writing Report 18... When handed in at Local Office 18... Port of London

No. in Reg. Book. 228 Survey held at London Date, First Survey 7 Last Survey 26 24 1896

* 228 on the Machinery of the Wood, Iron or Steel S.S. Carib Master Sharpe

Tonnage { Gross 1434 Net 1088 Vessel built at Glockton By whom Richardson Duck & Co When 1882 9

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

No. of Main Boilers 1 Owners Anderson Anderson Port Glockton Voyage Jamaica

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 85 lb. Surveyed Afloat or in Dry Dock W. S. Gray Dk Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 50 lb. (State name of Dock.)

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? Not due

And what parts of the Boilers could not be thus thoroughly examined? No

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? No

To what pressure were they afterwards adjusted? No

Has the propeller shaft been drawn and examined at this time? Complete

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

The propeller & Passenings of the sea connections have now been examined & found in good order.

The Donkey Boiler (see limitation list) has not been seen at this time.

General Observations, Obinion, and Recommendation: This vessel's machinery, where seen, is now in good condition & reliable in my opinion to remain as now 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

A. Ruck Keene
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute TUES. MAR 3 1896

Assigned as now subject

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

16-LRPH-Report No. 9-Transfer Ink-5,000, 3/4 95. Certificate to be sent to (The Surveyor are requested not to write on or below the space for Committee's Minute.)

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

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

Subject to the

Donkey Boiler being again examined
before the end of April 1896.

End
28.2.96

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation