

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

(Received at London Office MON. JUL 20 1896)

Date of writing Report 18th July 96 When handed in at Local Office London 18 Port of London
 No. in Reg. Book 239 Survey held at London Date, First Survey 8th July 96 Last Survey 10th July 1896
 on the Machinery of the Wood, Iron or Steel S. S. "Carib" Master E. Sharpe
 Tonnage { Gross 1487 Vessel built at Stockton By whom Richardson, Duck & Co When 1882 Boilers, when made (Main) 1882 (Donkey) 1882
 Net 912 Engines made at Hartlepool Owners Anderson, Anderson & Co Port Stockton Voyage to India
 Registered Horse Power 99 No. of Main Boilers 1 No. of Donkey Boilers 1
 Steam Pressure in Main Boilers 85 If Surveyed Afloat in Dry Dock West India wharf Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 50 (State name of Dock.) dry docks.

Last Survey No. Port Damage, Condition Steam 75 lbs.
 Particulars of Examination and Repairs (if any) See Annex List.

(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 " " " Yes.
 If this was not done, state for what reasons? Mn. Br. not due for survey.
 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? No
 At what pressure were they afterwards adjusted under steam? Not adjusted
 Did the Surveyor examine the Safety Valves of Donkey Boiler? No
 To what pressure were they afterwards adjusted? Not adjusted.
 Has the propeller shaft been drawn and examined at this time? No
 If the Survey is not complete state what arrangements have been made for its completion? Complete.

Now done on account of damage, stated to have caused through grounding on the 8th May 1896 while on a voyage from Jamaica to London. All tunnel, thrust & main shafting, pumps & condensers examined. The propeller shaft is stated to have been renewed in Kingstown, Jamaica, - the old one having parted in two during the grounding.

The propeller & sea-connection fastenings examined & found in order.

The Donkey boiler was examined internally & externally - the shell plating, and plating in way of lower part of firebox was found to be slightly pitted in places, but the shell plating was drilled & is 7/16 in thickness. As the original thickness was 9/16 and the shell worked out to a pressure of 85 lbs, whereas the pressure now carried is 50 lbs, it is respectfully recommended that this vessel's Donkey boiler be removed from the Limitation List.

General Observations, Opinion, and Recommendation: - This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27) £ 1 : 7 : 0 Fees applied for 21 7 1896
 Survey Fee (per Section 28) £ 2 : 2 : 0 Received by me, R. Elliott
 Special Damage Fee (per Section 28) £ 4 : 0 : 0
 Travelling Expenses (if chargeable) £ 1 : 18 : 0 22/7/96
 *State if Certificate is required Yes 10%

Committee's Minute FRI. JUL 24 1896
 Assigned As now (but without limit)