

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

(Received at London Office,

THURS. 12 MAY 1892)

No. *4381* Date of Writing Report *May 11<sup>th</sup>* 1892 Port of *Aberdeen*  
 No. in Reg. Book. Survey held at *Aberdeen* Date, first Survey *Mar 18* Last Survey *May 11* 1892  
*37* on the Machinery of the *S.S. "Caerloch"* Master *J. Palmer* No. of Visits *3*  
 Tonnage { Gross *694* Vessel built at *Sunderland* By whom *J. Priestman & Co* When *1882* 10  
 { Net *422* Engines made at *Newcastle* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*  
 Registered Horse Power *88* Owners *A. Nicol & Co.* Port *Aberdeen* Voyage *Grangemouth*  
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery *100 A. 2.9*  
 Steam Pressure in Main Boilers *90* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *SSN No 2-91*  
 in Donkey Boiler *45*

Last Survey No. *2842* Port *Wurc*  
 Particulars of Examination and Repairs (if any) *Annual Boiler Survey* *L. M. 62-91*

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *yes*

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? *✓*

*Main and donkey boiler opened up and thoroughly examined internally, and externally, and found in good condition. Safety valves examined, and afterwards tested under steam, to the above working pressures of 90 lbs. and 45 lbs. respectively.*

## 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. 1/89, B. & M.S. 1/89, or \* L.M.C. 1/89, as the case may be.)

*The Engines and Boilers of this vessel so far as seen are in good working condition and eligible in my opinion to remain as classed and to be noted *B.S. 92* in the Reg. Book*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	
Survey Fee (per Section 28).....	£ / : 10 :	<i>May 11 1892</i>	<i>L.M.</i>
Special Damage Fee (per Section 28).....	£ : :	<i>25.6.52</i>	
*Certificate (if required) as per margin.....	£ : :	received by me,	<i>G. L. Hindmarsh</i>
Travelling Expenses (if chargeable).....	£ : :	<i>28.6.1892</i>	Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 13 MAY 1892*

Assigned *B.S. 5.92*

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

T. & S. Form No. 2—Transfer Ink—6000, 22/10/90. \* Certificate to be sent to (The Surveyors 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





4381 ABN

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.

It is submitted that  
this vessel is eligible for  
THE RECORD B.S. 592

copy  
12.5.92

*[Signature]*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.