

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Feb 14 1894 When handed in at Local Office Feb 14 1894 Port of Aberdeen

No. in Reg. Book. Survey held at Aberdeen Date, First Survey Jan 24 Last Survey Feb 16 1894

43 on the Wood, Iron or Steel S.S. "Baerlock" Master Palmer

TONNAGE:-

GROSS 694

UNDER DK. 553

NET 422

Built at Sunderland

By whom J. Priestman & Co

When 1882

YEAR.

MONTH.

Owners

A Nicol & Co

Port belonging to

Aberdeen

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock?

Name of Dock Abn dry dk

Destined Voyage

Blyth

WB=DBa 40ft tons; f 73ft tons; u&B - tons; CellDB - tons; FPT - tons; APT 10 tons; MT - tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
For Special Survey.
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

100 A1. 10.92
SS Nwe No 2. 91L M C 2. 91
13. 9. 93

Last Survey, No. 3485 Port Lou

(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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 3 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3

The vessel placed in the above dry dock, the bottom examined and found in good condition. The holds, peaks, and bunkers cleared. The whole of the ceiling removed on each side all fore and aft, including the bunkers. All oxidation beaten off from the frames, plating, stringers, beams, bulkheads &c. The condition of the plating examined in way of the side lights, and the thickness of the plating ascertained, by drilling four strokes in the fore, and after peaks, and three strokes in the side bunkers, the minimum thickness being $\frac{7}{8}$ ". The ballast tanks opened up, cleaned, and personally examined internally. Lower platforms of engine room, and stokehold lifted, and the floors,

SUMMARY OF DAMAGE REPAIRS: - Plates, Fair'd or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs: rivets in bottom &c.

PRESENT CONDITION OF THE

Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M.	Good	Hatches	Good
Waterways		Timbers of Frame at the openings		(State if on Felt.)		Boats	
Coamings		Ditto ditto at other places		When put on, Month	Year	Masts, Yards, &c.	
Up'r Dk. Beams & Fastenings		Keelsons		Rudder	Good	Condition, how ascertained	also
Low'r Dk. Beams & Fastenings		Clamps, Shells & Stringers		Windlass & Capstan		Sails	
Plating		Salting		Pumps		Equipment letter	J
Planking		(State if examined.)		Engine Room Skylights		Anchors, No. of	3 13. 18 2K
Treenails or Rivets		Ceiling		Coal Bunker, Open'gs, Lids, &c.		Cables (State if now ranged)	Yes
Breasthooks & Stemson		Cement or Asphalt		Scuppers		" length	210 ft size 1 1/4
		(State which.)		Cargo & Main H'tch'w'ys		" Rule length	size
		Tanks	Yes			Hawsers & Warps	Good
		(State if now tested.)				Standing & Running Rigging	
		Caulking of Bot'm, D'k, & Wat'rw'ys					

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No 1-91 and ptnd 91, &c."

The requirements of the Rules for the SS No 3 having been complied with, and the vessel placed in good and efficient condition, she is eligible in our opinion to remain as classed and to have record of survey 2-94 and SS No 3-2,94.

Office Fee (if chargeable) per Sec 11, Sec 22 £ 6 : - : -
 Survey Fee (per Section 25) £ 6 : - : -
 Special Damage or Repair Fee (if any) (per Sec. 25.) £ : : :
 Travelling Expenses (if chargeable) £ : : :
 Second Surveyor's Fee (if any) £ 1 : 1 :
 *Is Certificate now required? Yes

Fees applied for,

Feb 15 1894

Received by me,

28-2-1894

HCP

L1.3

L. Hindmarsh

Gave Messie

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

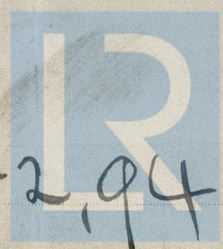
HULL CERTIFICATE
WRITTEN.

TUES. 20 FEB 1894

100A1

+ LMC 2, 94

ss. No. 3-2, 94



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Lloyd's Register
Foundation

In a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent?

* Certificate, if required, to be sent to Aberdeen

Form No. 2 for Repairs. - 305. - L.R.P.H. - 10,000. - 22/10/93. - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

No. 3

S.S. "Caerlock" 4726 Abn.

Cement and engine seating examined.

The masts (wood) spars, and general equipment examined. The ballast tanks tested as per Rule with satisfactory result. The chain cables ranged. The Steam Steering gear and wheel-chains overhauled. Deck pumps and sluice valves seen in good working order.

One plate on the top of the main ballast tank found cracked, has been doubled for a length of 4' 6". Several rivets in the fore and aft angle irons, of the after ballast tank girder, slack these have been renewed, and five angle lugs fitted, where the angle iron was found broken; the cement renewed where worn in this tank. The cement worn in several spaces under the engines and boilers, and the plating and riveting exposed; about 80 rivets considerably wasted in the buttstraps and landings, these have been renewed, and the spaces recemented. Side bunker plating and coal shoot corroded through; new plates have been fitted. With the exception of four planks in the main hold, and eight in the after hold, the whole of the ceiling has been renewed, all fore and aft.

The rudder plating partly perished. Some of the links in one length of chain cable with studs gone, these have been restudded, and the vessel cleaned and painted inside, and outside, and the whole of the requirements of the Rules for the Special Survey No 3 complied with.

G. L. Hindmarsh