

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

(Received at London Office.

14 JUN. 1898

Date of writing Report *June 13th 98* When handed in at Local Office *June 13th 98* Port of *Aberdeen*
 No. in Reg. Book *47* Survey held at *Aberdeen* Date, First Survey *May 3rd* Last Survey *June 11th 1898*
 on the Machinery of the *Wood, Iron or Steel* *A.S. "Caerloch"* Master *J. Palmer*
 Tonnage { Gross *688* Net *402* Vessel built at *Sunderland* By whom *J. Priestman & Co* When *1882-10*
 Registered Horse Power *88* Engines made at *Huncliffe* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
 No. of Main Boilers *one* Owners *A. Nicol & Co* Port *Aberdeen* Voyage *Baltic*
 No. of Donkey Boilers *one* If Surveyed Afloat or in Dry Dock *afloat*
 Steam Pressure in Main Boilers *90 lbs* (State name of Dock.)
 in Donkey Boilers *45 "*

Last Survey No. *Second* Port *Aberdeen*
 Particulars of Examination and Repairs (if any) *Special hol*

(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?

Do. " Donkey " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam? *90 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? *45 "*

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete
The sea cocks, sea connections, propeller fastenings, tail shaft, cylinders, pistons, slide valves, pumps, condensers, all shafting, boilers, safety valves & engines generally examined & put in order & the safety valves afterwards adjusted under steam.

On account of wear & tear, a new after half crankshaft fitted (the old one was found to be flawed) the whole of the shafting lined up & the stern bush renewed.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 97, B.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

This vessel's machinery appears to be in good condition, eligible in my opinion to remain as classed & to have the notation of +LMC. 6.98 recorded in the Ref. Bk.

Office or Registration Fee (per Sec. 27) *£ 3 10*
 Survey Fee (per Section 28) *£ 3 10*
 Special Damage Fee (per Section 28) *£ 3 3*
 Travelling Expenses (if chargeable) *£*

Fees applied for *June 13th 98*
 Received by me, *30. 6. 98*

Francis Gibson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute *FRI. 17 JUN 1898*

Assigned *+LMC 6.98*

MACHINERY CERTIFICATE
 WRITTEN 13.77

Lloyd's Register
 Foundation

ABN25-0281

Scow chapt examined. 5788 Ah.
chapt renewed owing to wear & tear

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.

[Faint, mostly illegible handwritten text covering the main body of the page, likely bleed-through from the reverse side.]

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 6.98

[Signature]
14.6.98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

