

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

(Received at London Office.)

WEDNES. 17 OCT 1888

No. *48857* Date of Writing Report *17th October 1888* Port of *London*
No. in Reg. Book. *Survey held at Knight's Wharf, Northfleet* Date, first Survey *15th Oct.* Last Survey *16th Oct.* 1888
464 on the Machinery of the *S. S. Caerloch* Master *John Smith* No. of Visits *2*
Tonnage { Gross *717* Vessel built at *Sunderland* By whom *J. Priestman & Co* When *1882* YEAR. MONTH.
Net *462* Engines made at *Newcastle* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
Registered { Horse Power { Owners *A. Marshall* Port *Aberdeen* Voyage
No. of Main Boilers
Steam Pressure—
in Main Boilers
If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *100 A. 6.87*
in Donkey Boiler (State name of Dock.) (as in Register Book.) *+ Umc 6.87*

Last Survey No. *Post*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey*

(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?

So 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?

Examined the main boiler throughout, internally & externally, & found it in good condition. Adjusted the Safety valves to blow off at 90 lbs.

Also examined the donkey boiler (vertical with single central flue & galloway tubes across the furnace) & found it in good order. Slight corrosion of the vertical stay above the water line, not serious. The valves blow at 50 lbs per sq. in.

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.)

The machinery of this vessel as far as seen is in good working order, & in my opinion the vessel is eligible to have the record B.S. 10.88 in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	2 : 0	1. 11 188 2
Special Damage, Fee (per Section 28)	£	:	:	
Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	9 : 0	10/11 188 8

A. E. Jones
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES. 30 OCT 1888

Assigned

B S 10/88



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Lloyd's Register

LON684-0162