

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

Date of writing Report *Dec 28th 1898* When handed in at Local Office *Dec 28th 1898* (Received at London Office *29 DEC 1898*)
No. in Book *1265* Survey held at *Aberdeen* Date, First Survey *Dec 24th 1898* Last Survey *Dec 26th 1898*
on the Machinery of the *Wood, Iron or Steel* *"Craig Gowan"* Master *J. Morris*
Tonnage { Gross *126* Net *37* Vessel built at *Aberdeen* By whom *Hall Russell & Co* When *1894-4*
Registered Horse Power *50* Engines made at *"* When *1897* Boilers, when made (Main) *1897* (Donkey) *"*
No. of Main Boilers *one* Owners *Craig Gowan & Fishing Co Ltd* Port *Aberdeen* Voyage *Fishing*
No. of Donkey Boilers *one* If Surveyed Afloat or in Dry Dock *W^m & S^{on}*
Steam Pressure in Main Boilers *140 lbs* (State name of Dock.)
in Donkey Boilers *"*

Last Survey No. *"* Port *Aberdeen* Examination *Tail shaft*
Particulars of Examination and Repairs (if any) *Tail shaft*
(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? *Yes*
Do. " Donkey " " " " " } *not yet due*
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?
Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted?
Has the propeller shaft been drawn and examined at this time? *Yes* 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? *8" bare*
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*
a new propeller fitted on account of wear & tear, the tail shaft drawn in examined & found in good order. the sea connections & propeller fastenings examined & found in order.

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.&M.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—

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for
Survey Fee (per Section 28)..... £ *none* 18
Special Damage Fee (per Section 28)..... £ : :
Travelling Expenses (if chargeable)..... £ : :
Received by me, *James Wilson*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
State if Certificate is required
Committee's Minute *RI. 30 DEC 1893*
Assigned *As now*

5960. Aln.

Screw Shaft examined

A new propeller fitted on
account of wear & tear.

It is submitted that
this vessel is eligible to
remain as CLASSED.

A.C.H.

29.12.98

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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