

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

No. *4066* Date of Writing Report *Mar 25 1890* Port of *Aberdeen*  
 No. in Reg. Book. *45* Survey held at *Aberdeen* Date, first Survey *Mar 22* Last Survey *Mar 25 1890*  
 on the Machinery of the *S.S. Gaerloch* Master *Palmer* No. of Visits *3*  
 Tonnage { Gross *694* Net *422* Vessel built at *Sunderland* By whom *J. Priestman & Co.* When *1882-10*  
 Registered Horse Power *88* Engines made at *Newcastle* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*  
 No. of Main Boilers *1* Owners *A Marshall* Port *Aberdeen* Voyage *Coasting*  
 Steam Pressure in Main Boilers *90* If Surveyed Afloat or in Dry Dock *Abn dry dock* Class of Vessel & Machinery *100 A.G. - 1189*  
 in Donkey Boiler *60* (State name of Dock.) (As in Register Book.) *S.S. Abn 401-86*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ *L.M. 66-87 N.S. 11-89*

## Particulars of Examination and Repairs (if any)

(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? *Not done*

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? *✓*

## Examination of Propeller &c

The tail shaft drawn in and examined and found in good condition. One of the propeller blades broken and the high pressure slide valve greatly worn and very thin. A new propeller and a new H.P. slide valve has been fitted. The sea cock fastenings examined and found in good condition

## 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 Engines and Boilers of this vessel so far as seen are in good working condition and eligible in my opinion to remain as classed without fresh record of Survey

|   |                        |   |
|---|------------------------|---|
| Office or Registration Fee (per Sec. 27)..... | £ : :                  | Fees applied for                        |
| Survey Fee (per Section 28).....              | £ / : /                | <i>Mar 26 1890</i>                      |
| Special Damage, Fee (per Section 28).....     | £ : : <i>£ 10 10 0</i> | <i>£ 2 10</i>                           |
| *Certificate (if required) as per margin..... | £ : :                  | received by me, <i>G. L. Skindmarsh</i> |
| Travelling Expenses (if chargeable).....      | £ : :                  | <i>10.3. 1890</i>                       |

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

Committee's Minute *TUES 1 APRIL 1890*  
 assigned *Remain as classed*



4066. 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 to  
remain as  
closed.  
W.A.  
28-3-90



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.