

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 26th Nov 1946 When handed in at Local Office 26th Nov 1946 (Received at London Office 27 NOV 1946)

No. in Reg. Book 57639 Survey held at CARDIFF Port of CARDIFF Date First Survey 1st Nov Last Survey 19th Nov 1946 (No. of Visits 4)

on the Machinery of the ~~XXXXXXXXXX~~ Steel S.S. "GARTH"
Gross Tonnage 424 Vessel built at NEWCASTLE. Year 1925 Month 5
Net Tonnage 153 Engines made at NORTH SHIELDS. By whom HAWTHORN LESLIE & CO. LTD. When 1925 5
Horse Power 77 Boilers, when made (Main) 1925 By whom SHIELDS E. & D.D. CO. LTD. When 1925
No. of Main Boilers 1 Owners BRISTOL SAND & GRAVEL CO. LTD. (Donkey) -
No. of Donkey Boilers - Managers F.E. PETERS Owners' Address -
Steam Pressure in Main Boilers 130lbs. If Surveyed Afloat & in Dry Dock HILLS DRY DOCK & EAST DOCK. Port STOCKTON Voyage -
in Donkey Boilers - Managers' Address (if not already recorded in Appendix to Register Book.)

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)
*100A1 XLMC 9,43
9,43 BS 11,45
ssBly.No.3-3,38 TS(CL)N9,43
ssCff.No.1-43
Fitted for pumping and carrying sand in bulk 7,38

Particulars of Examination and Repairs (if any) BS., TS., GEN. EXAMN. & Docking
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.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.
Is a damage report made by anyone else? If so, by whom?
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

What parts of the Boilers could not be thus thoroughly examined?
At 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?
Latest date of internal examination of each boiler 11.11.46

Present condition of funnel(s) good.
To what pressure were they afterwards adjusted under steam 130lbs. per sq. in.
To what pressure were they afterwards adjusted under steam?

Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no.
Has the shaft now fitted been previously used? - Has it a continuous liner? -
State date of examination of Screw Shaft 5.11.46 State the wear down in the bush close

Is electric light fitted? yes If so, did the Surveyor examine the generator, motor, switchgear, cables and fuses? yes
Engine parts, when referred to by numbers, should be counted from forward.
Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Boiler examined in its entirety including all mountings, manhole doors and their fastenings.
Safety valves of boiler adjusted under steam to 130lbs. per sq. inch.
AIRS:- Two bottom manhole flanges built up with welding and doors refitted. Forward end plate landing edge at bottom built up with welding where corroded locally. Forward collision chock partly renewed.

Vessel in dry dock. Tail shaft withdrawn, examined and found in good condition. Examined stern bush and fastenings of all underwater connections. Stern bush bottom half rewooded.

GENERAL EXAMINATION:- Condenser examined, tested and found satisfactory.
Examined independent feed pump.
The Chief Engineer stated that the machinery has been working in a satisfactory manner.
Machinery examined generally so far as practicable and examined under working conditions with P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is in good condition
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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34,
Vessel as now seen and eligible in my opinion to remain as classed with fresh records of 11,46, Tail Shaft seen C.L. 11,46 and EXAMINED 11,46 (12 months)

Fees applied for
B.S. £ 4 : 0 : 0
T.S. 2 0 0
Damage or Repair Fee (if any) £ : :
Expenses (if chargeable) £ : :
Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.
WED. 8 JAN 1947
As now
Examined 11,46
S. 11,46 BS 11,46



W312-0120

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

"GARTH"

vessel at moorings and found satisfactory.

ELECTRICAL INSTALLATION:- (Gen.Exam.)

Examined dynamo, cables, switchboard and fuse boxes.
All circuits megger tested and found or placed in efficient condition.
Examined the installation under working conditions and found satisfactory.

REPAIRS:-

Dynamo armature removed to works and overhauled.
Foremast and forward accommodation lighting circuits - wiring and conduit renewed.

W.B.

B.S. due 11-46 now held
S. due 9-46 now examined
G.E. due 3-46 now held
Minor repairs effected to Boiler.
Stern wheel part reworked

It is submitted that this vessel is eligible for THE RECORD. B.S. 11-46

S. 11-46

Examined 11-46

G.S.

27-12-46



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