

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

(Received at London Office 6 AUG 1935)

Date of writing Report 2-8-1935 When handed in at Local Office 3-8-1935 Port of Aberdeen

No. in Reg. Book. Survey held at Aberdeen Date, First Survey 4 Last Survey 1-8-1935 (No. of Visits one)

08426 on the Machinery of the Wood, Iron or Steel K. "GARELOCH"

Tonnage { Gross 2446 Net 96 Vessel built at North Shields By whom Smith's Dock Co. Ltd. When 1908-11

Nominal Horse Power { 85 Engines made at North Shields By whom Shields & Co. Ltd. When 1908 (Donkey)

No. of Main Boilers 1 Owners W. G. Gave Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers Port Aberdeen Voyage Fishing

Steam Pressure in Main Boilers 180 lbs. X Surveyed Afloat or in Dry Dock No 3 Ponton. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -

Last Report No. Port Aberdeen

Particulars of Examination and Repairs (if any) Screw 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.

In 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

Was 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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

If this was not done, state for what reasons? B.S. 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?

State latest date of internal examination of each boiler present condition of furnaces Good

Did the Surveyor examine the Safety Valves of the Main Boiler? To 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 under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? yes If so, state reasons Shaft found bent, & liner slack.

Has the shaft now fitted been previously used? no Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft 31-7-35 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft close fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? No.

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

The propeller, stern bush & sea connection fastenings examined and found in good order.

The screw shaft, which was found bent and liner slack, as reported on Aberdeen Rpt. No. 18137, now renewed. Forging report attached.

General Observations, Opinion, and Recommendation:— This vessel's machinery as

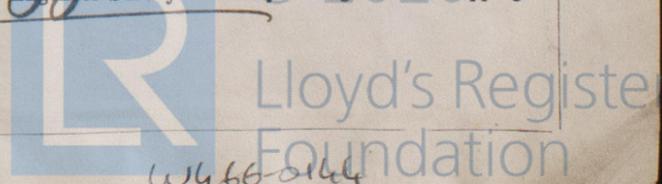
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

far as now seen is in good condition and eligible in my opinion to remain as classed without fresh record of survey. Note new shaft 8, 35. C.L.

Survey Fee (per Section 29) £ : : Fees applied for 3-8-1935 P.F. Fitzgerald
Special Damage or Repair Fee (if any) (per Section 29) £ 1 : 10 Received by me, 23-8-1935
Travelling expenses (if chargeable) £ : : 26/8

Committee's Minute FRI, 16 AUG 1935

Assigned As now Without pl cond



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

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

Screw shaft renewed.

It is submitted that
this vessel is eligible to
remain as **CLASSED** without
special conditions.

S. N. 8.35

L.H.
14/8/35

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 to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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