

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

(Received at London Office

29 JUN 1925

Date of writing Report

19

When handed in at Local Office

19. 6. 1911.

Port of Newcastle

No. in

eq. Book.

Survey held at Newcastle

Date, First Survey

13 June

Last Survey

15 June 1925

(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel *SS "GALLEON"*

Gross 721.
Net 349.

Vessel built at Tilby.

By whom Cochrane & Sons Ltd.

When 1923. 2

Nominal Horse Power 91.

Engines made at Hull.

By whom *Am & Smith Ltd.*

When 1923.

No. of Main Boilers 1.

Boilers, when made (Main) 1923

(Donkey) -

No. of Donkey Boilers

Owners *Gallagher Shipping Co Ltd.*

Port Newcastle

Voyage

Steam Pressure in Main Boilers 200

Managers *Hobbs & Robinson*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

If Surveyed Afloat or in Dry Dock *Clarendon Ship*

(State name of Dock.)

Last Report No.

Port

Particulars of Examination and Repairs (if any) *DOCKING & T.S.*

Periodical surveys, when held, must be reported in detail and serially 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

as 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*

Do.

"

Donkey "

"

"

Was this 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?

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 Boiler?

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?

Has shaft now been changed? *No* If so, state reasons

Has the shaft now fitted new? *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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *A good fit. Lower half of bush renewed.*

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

From above: Propeller, stern bush, sea connection fastenings, sea cocks & valves (opened and examined & found satisfactory).

Shaft and shaft drawn in & examined & found satisfactory.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel is for*
(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.&N.S. 9, 11, or S.L.M.C. 9, 11, 149 lb., F.D., &c.)

as seen is slightly in my opinion to remain as now classed & to have record of T.S. 6.25.

Survey Fee (per Section 28) £
Special Damage or Repair Fee (if any) (per Section 28.) £
Travelling Expenses (if chargeable) £

Fees applied for

10

Received by me,

10

Committee's Minute

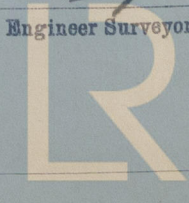
FRI. 26 JUN 1925

Assigned

As now

W575-0066

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Screw shaft, propeller, stern
brush, sea connections &
outside fastenings examined.

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.

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

SG. 25.

AWD
23/6/25
Lr

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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