

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

(Received at London Office

SAT MAR 28 1914

Date of writing Report 6th of March 1914 When handed in at Local Office

Port of Rotterdam

No. in Survey held at

Rotterdam

Date, First Survey 6th Jan

Last Survey 24th March 1914

on the Machinery of the Wood Iron or Steel

"GALLIA"

Master J. C. C. C.

Gross
Net

Vessel built at Bolnes

By whom C. B. P. O. L.

When 1913-14

Registered
orse Power

Engines made at

By whom

When

o. of Main Boilers

Boilers, when made (Main)

(Donkey)

o. of Donkey Boilers

Owners N. V. Motorship. Gallia Port Rotterdam

Voyage not decided

eam Pressure—
in Main Boilers

X Surveyed Afloat or in Dry Dock whilst building

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

Last Report No.

Port

Particulars of Examination and Repairs (if any) Fitting Motors

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.

1 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?

2 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " "

3 this was not done, state for what reasons?

4 what parts of the Boilers could not be thus thoroughly examined?

5 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?

6 the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

7 the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

9 the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

10 the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

11 screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

12 shaft now been changed? If so, state reasons

13 shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

14 the distance between lignum vite of stern bush and top of after bearing of screw shaft?

15 Survey is not complete state what arrangements have been made for its completion and what remains to be done?

The two 320 BHP two stroke cycle reversible Bolinder motors referred to in Stockholm reports N^o 1186 & 1187 have now been fitted on board of this vessel in accordance with the rules, approved plans and Sec Letters.

The engines have been connected to the ratings in a satisfactory manner, the shafting and various connections examined on various dates and all tried under full working conditions.

She has been run on the measured mile and was found to make a speed of 9.2 knots with 320 revolutions

Number of revolutions at full power astern 216

Number of revolutions without use of fresh water 180

Lowest number of revolutions maintained for manoeuvring purposes 105

The engines were further tried ahead and astern and found

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, or L.M.C. 9, 11, 14, 15, 16, &c.)

has been fitted on board in accordance with the Society's rules and found working satisfactory. I am of opinion that she is eligible to be recorded in the Society's Registerbook with notation of

* LMC 3-14. (oil engines)

Survey Fee (see Section 55) £ 24.00
Special Damage or Repair Fee (if any) £ 50.00
Travelling Expenses (if chargeable) £ 4.00

Fees applied for

27/3 1914

Received by me

18/4 1914

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

Committee's Minute

TUE. MAR. 31. 1914

Assigned

+ L.M.C. 3. 14

oil engines

007770-007782-0259112

MS "GALLIA"

manoeuvring satisfactory

All fuel tanks and air vessels have been tested as required by the Society's rules.

The short stroke bilge pumps on the main engine and the independent power driven centrifugal bilge pump have been separately tried on the bilges and found to be working satisfactory.

The Stockholm report No^s 1186 & 1187, approved plans of pumping arrangement and air vessel is returned herewith. A compressor has been connected to the Port engine.

The following spare gear has been supplied on board.

- 1 Iron shaft, 1 white metal stem bush.
- 1 piston complete. 2 set of top end brasses
- 1 connecting rod complete, 2 set of bottom end brasses with 2 top & 2 bottom end bolts
- 4 ignition balls 32 piston springs
- 64 injection nozzles 96 cleaning needles
- A number of ball valves for fuel pump and for lubricating pumps.
- 30 different springs for pumps 4 steel air valves
- 4 ebony governor plates, 1 lever for fuel pump.
- Exenture strap and 4 plungers, 4 bilge and circulating pump valves
- 1 set long and 1 set short main bearing brasses
- 1 lever for reverse pump, 1 cover with air valves complete.
- 6 guards for air valves, 64 steel air valve plates.
- 4 lubricating pumps complete, 8 lamp burners.
- A set of coupling bolts, a set of main bearing studs.
- A quantity of iron of various size

J. G. Schwa



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Foundation