

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

No. *48554*
Date of Writing Report *June 27th 1888* Port of *London*
No. in Reg. Book. *424* Survey held at *London* Date, first Survey *June 20th* Last Survey *June 27th 1888*
on the Machinery of the *S. S. Galicia* Master *Robinson* No. of Visits *3*
Tonnage Gross *499* Net *494* Vessel built at *Antwerp* By whom *Denton Gray & Co* When *1866* 4
Registered Horse Power *98* Engines made at *Stettin* When *1880* Boilers, when made (Main) *1880* (Donkey)
No. of Main Boilers *2* Owners *John Hall Jun^r & Co* Port *London* Voyage
Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *A. 1. 1. 87*
in Donkey Boiler (State name of Dock.) (as in Register Book.) *+ L. M. C. 5. 84*

Last Survey No. *2* Port *London*

Particulars of Examination and Repairs (if any)

No 2 Survey.

(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?

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?

This vessel being in Fitcher's dock, examined sea connections & propeller fastenings & found them in good order. Propeller down to bare. Examined cylinders, pistons, steam chests, slide valves, crank, thrust & tunnel shafting, also air, wind, feed & bilge pumps & found them all in an efficient state. Examined main & donkey boiler safety valves & all principal sea cocks & valves, satisfactory.

Examined main & donkey boilers inside & outside & with the exception of some caulking on shell & in furnace found them in good condition. This caulking has been done.

Saw main boilers under steam safety valves lifting at 80 lbs pressure per sq inch. satisfactory.

Donkey boiler safety valves are dead weight valves & calculated to lift at 40 lbs per sq inch.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel being now in an efficient condition she is eligible in my opinion to be classed + L. M. C. 6. 88 in the register book.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	3	3	37 1888
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	2	6
Travelling Expenses (if chargeable).....	£	:	:	197 1888

Committee's Minute

JUL 3 JULY 1888

Assigned

+ L. M. C. 6/88

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



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LON 683-0314

It is submitted that this
vessel is eligible to have
the notification + Lmb
6.88 recorded

DF
2/7/88

