

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

50061

TUES 26 NOV 1889

No. *28* Date of Writing Report *Nov 25<sup>th</sup> 1889* Port of *London*  
 No. in Reg. Book. *28* Survey held at *London* Date, first Survey *Nov 15<sup>th</sup> 1889* Last Survey *Nov 21<sup>st</sup> 1889*  
 on the Machinery of the *S. A. Galatea* Master *Lumby* No. of Visits *3*  
 Tonnage { Gross *559* Net *348* Vessel built at *Sunderland* By whom *S. J. B. Coy* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*  
 Registered Horse Power *95* Engines made at *"* Owners *C. F. Lach* Port *London* Voyage *"*  
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Frantoni's Slip* Class of Vessel & Machinery  
 Steam Pressure in Main Boilers *150* (State name of Dock.)  
 in Donkey Boiler *✓*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 (As in Register Book, including date of last Boiler Survey.) *10A1.12.88 + L.M.C. 9.84*

Particulars of Examination and Repairs (if any) *Annual*

(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?

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?

*Sea connections & propeller fastenings examined*  
*Shaft drawn & examined & new propeller fitted*  
*New lignum vitae fitted*  
*Crack in furnace end, this has been repaired by hammer rivets - put in, satisfactory*

General Observations, Opinion, and Recommendation:-- *The machinery of this vessel as far as seen is in good condition & doubt in my opinion to remain as classed*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for <i>28<sup>th</sup> 1889</i> <i>231. 90</i> received by me, 188
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

*C. G. Bromeyer*  
*Francis Nelson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 29 NOV 1889*  
 Assigned *Remain as classed*

T. & S. Form No. 9 - Transfer Ink - 6000, 28/1/89. \* Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

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



LON687-0439

It is submitted that this  
beard is eligible to  
remain as classed

M.L.C.  
28.11.89



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