

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

50791

(Received at London Office.)

SAT 21 JUNE 1890

Date of Writing Report June 18 90 Port of London  
 Survey held at London Date, first Survey May 19<sup>th</sup> Last Survey June 20 1890  
 on the Machinery of the S.S. "Gally of Lorne" Master Grandin No. of Visits 6  
 Gross 2147 Vessel built at Glasgow By whom R. Napier & Sons When 1871 11  
 Net 1380 Engines made at " When " Boilers, when made (Main) (Donkey)  
 H.P. 300 Owners Shaw Brothers Port London Voyage  
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock S. W. In Dock Class of Vessel & Machinery  
 Pressure in Main Boilers 45 (State name of Dock.) S.S. Lon. No. 1,85 As in Register Book, including dates of  
 in Donkey Boiler 55 S.S. Ant. No. 1-89 Special Surveys of Ship and last Boiler Survey.)  
 Last Survey No. 100 A1-10-89 Port London Voyage LMC. 4-89  
BS-2-89

Particulars of Examination and Repairs (if any)  
 (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?

Main & donkey boilers & their respective safety-valves examined

Repairs New 1/2 furnace fitted in star boiler inside furnace, large patch put on centre furnace star boiler, shafting lined up throughout from tail shaft, new white metal in crank shaft bearings

Main safety-valves blow at 45 lbs result satisfactory  
Donkey " " " 55 " " "

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or J.M.C. 1/89, as the case may be.)

As far as can be seen this vessel's machinery is in good condition & eligible in my opinion to remain as classed & to have BS-6-90 recorded in the Reg Book

|   |         |   |  |
|---|---------|---|--|
| Office or Registration Fee (per Sec. 27)..... | £ : :   | Fees applied for<br>21/6 1890<br>Received by me,<br>11/9 1890 | Maurice Peterson<br>Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. |
| Survey Fee (per Section 28).....              | £ 2 0 : |   |  |
| Special Damage Fee (per Section 28).....      | £ : :   |   |  |
| *Certificate (if required) as per margin..... | £ : :   |   |  |
| Travelling Expenses (if chargeable).....      | £ : :   |   |  |

Committee's Minute TUES 24 JUNE 1890  
 Assigned BS 6/90



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

It is submitted that this vessel is eligible to have B.S. 690 recorded.

N.A.

23.6.90

