

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

50791

(Received at London Office.)

SAT 21 JUNE 1890

Date of Writing Report *June 1890* Port of *London*
 in Book. Survey held at *London* Date, first Survey *May 19th* Last Survey *June 20th 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 *Glasgow* When *Boilers, when made (Main) (Donkey)*
 No. of Main Boilers *2* Owners *Shaw Brothers* Port *London* Voyage
 Pressure in Main Boilers *45* If Surveyed Afloat or in Dry Dock *S.S. In Dock* Class of Vessel & Machinery
 in Donkey Boiler *55* (State name of Dock.) *S.S. Ant 201-89* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *100 A1-10-89*
 Last Survey No. *Port* *S.S. Ant 201-89* *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 knid up throughout from tail shaft, new white metal in crank shaft bearings*

Main safety-valves blow at 45 lbs much 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 L.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) £ : :
 Survey Fee (per Section 28) £ *2 0*
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for
21/6 1890
 Received by me, *11/6 1890*

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

Committee's Minute *TUES 24 JUNE 1890*

Assigned *BS 6/90*



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 Foundation
 LON690-0040

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

It is submitted that this
vessel is eligible to
have B.S. 6 90
recorded.

N.A.
23.6.90

