

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

50887

SAT 12 JULY 1890

(Received at London Office.)

No. 44 Date of Writing Report July 10th 1890 Port of London
 No. in Reg. Book 44 Survey held at London Date, first Survey July 4th Last Survey July 10th 1890
 on the Machinery of the S. S. Galicia Master Robinson No. of Visits 4
 Tonnage Gross 756 Net 443 Vessel built at Hartlepool By whom Sutton Gray & Co When 1866 MONTH 4
 Registered Horse Power 98 Engines made at Stockton When 1880 Boilers, when made (Main) 1880 (Donkey) ✓
 No. of Main Boilers 2 Owners J. Hall Junr Port London Voyage ✓
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Union
 in Donkey Boiler ✓ (State name of Dock.)
 Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) A1.8.89
+NE+B.80 LMC.6.88 B.S.8.89

Last Survey No. 2 Port London 2.88
 Particulars of Examination and Repairs (if any) Annual B.S.

(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?

Examined main & donkey boilers & their respective safety-valves

Front shell plate in donkey boiler was found to be thin & has been taken off & renewed

Main safety-valves tried under steam blow at 80 lbs

owing to the donkey boiler repairs being behind hand the donkey safety-valves could not be tried by steam, this is to be done on vessels return

Tail shaft examined & secured new wood fitted in stern bush, satisfactory

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 seen this machinery is in safe working condition & eligible in my opinion to remain as classed & to have B.S. 4.90 recorded when donkey boiler safety-valves have been set

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 0 :	15/7/ 1890
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	17/9 18

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

Committee's Minute FRI 18 JULY 1890

Assigned Hole



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LON690-0266

It is submitted that this
vessel will be eligible to have
B.S. 790 recorded when
the d. boiler safety
valves have been
adjusted under
steam.

A.L.D.

16.7.90



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