

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

TUES. 7 JUL 1891

(Received at London Office)

No. *51044* Date of Writing Report *July 6<sup>th</sup> 1891* Port of *London*  
 No. in Reg. Book. *1* Survey held at *London* Date, first Survey *June 25<sup>th</sup> 1891* Last Survey *July 4<sup>th</sup> 1891*  
 on the Machinery of the *S.S. "Galicia"* Master *Robinson* No. of Visits *4*  
 Tonnage Gross *754* Net *448* Vessel built at *Hartlepool* By whom *Sutton Gray & Co* When *1866*  
 Registered Horse Power *98* Engines made at *Stockton* When *1880* Boilers, when made (Main) *1880* (Donkey) *✓*  
 No. of Main Boilers *one* Owners *J. Hall Furn & Co* Port *London* Voyage  
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Union D & K* Class of Vessel & Machinery  
 in Donkey Boiler *40 "* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
 Fast Survey No. *51044* Port *Lon* *A1. 7.90*  
*+ LMC 6.88*  
*BS 7.90*  
*+ NE+B.80*

## Particulars of Examination and Repairs (if any) *Annual B. 8*

(State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

At what pressure were they afterwards adjusted?

Repairs on account of Damage should be separated from

*Yes*

*Yes*

*Yes*

*80 lbs per sq. inch*

*Yes*

*40 lbs dead wt (calculated)*

*Examined sea connections, sea cocks & propeller fastenings, satisfactory*  
*Examined main & donkey boilers & their respective safety-valves, result 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 run, this vessel's machinery is in good condition & she is eligible in my opinion to remain as classed, & to have BS. 7.90 recorded*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ *1 10* : :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 \*State if Certificate is required

Fees applied for  
*9/7/1891*  
 Received by me,  
*10/7/1891*

*Maureen Robinson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 10 JUL 1891*  
 Assigned *B.S. 7/91*



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel  
is eligible for the record

B8 7.91

C.R.S.

9.7.91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.