52458

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

(Received at London Office, THURS. 12 NOV 1891)

No. ..... Date of Writing Report Nov. 10th 1891 Port of London

No. in Reg. Book. 22 Survey held at Rotherhithe Date, first Survey Nov. 4th Last Survey Nov. 5th 1891

on the Machinery of the s/s "Galatea" Master — No. of Visits 2

Tonnage { Gross 559 / Net 348 } Vessel built at Sunderland By whom Sld. S.B. Co When Year 1887 Month 8

Registered Horse Power 95 Engines made at do. When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

No. of Main Boilers One Owners Amati & Harrison Port London Voyage

Steam Pressure— in Main Boilers 150 lbs in Donkey Boiler 65 lbs

If Surveyed ~~Afloat~~ or in Dry Dock (State name of Dock.) Nelson

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + 100 A1. 10.90 + hmc 9.87

Last Survey No. ..... Port .....

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?

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 the main & donkey boilers under steam and adjusted the safety valves to blow at 150 lbs & 65 lbs respectively.

Examined cylinders, pistons, slide valves, pumps and condenser, & sea-cocks.
Crank, thrust, tunnel & tail shafting, stern tube & propeller all being in good condition.

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 the machinery of this vessel is in good condition and is eligible in my opinion to remain as classed and to have recorded in the Register Book. + hmc 6.91

Office or Registration Fee (per Sec. 27)	£	3 : 10 : 0
Survey Fee (per Section 28)	£	
Special Damage Fee (per Section 28)	£	: :
*Certificate (if required) as per margin	£	: :
Travelling Expenses (if chargeable)	£	: :

Fees applied for 12/11/1891 received by me, 10/11 1891

H. P. Cornish
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 13 NOV 1891 TUES. 5 JAN 1892

Assigned + hmc 6/91

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

T. & S. Form No. 9—Tin. 11/—500, 24/10/90. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

+L.M.C. 6.91.

12.11.91.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.