

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

52458

Received at London Office, THURS. 12 NOV 1891

No. 22 Date of Writing Report Nov 10th 91 Port of LONDON
 No. in Reg. Book 559 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 359 Net 348 Vessel built at Sunderland By whom Md. S.B. Co When 1887 YEAR. 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 Atuati & Harrison Port LONDON Voyage —
 Steam Pressure in Main Boilers 150^{lbs} Surveyed Atuati in Dry Dock (State name of Dock.) Nelson Class of Vessel & Machinery +100 A.I. 10.90
 in Donkey Boiler 65^{lbs} (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. — Port —

Particulars of Examination and Repairs (if any) + time 9.87
 (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 bush & propeller all being in good condition.

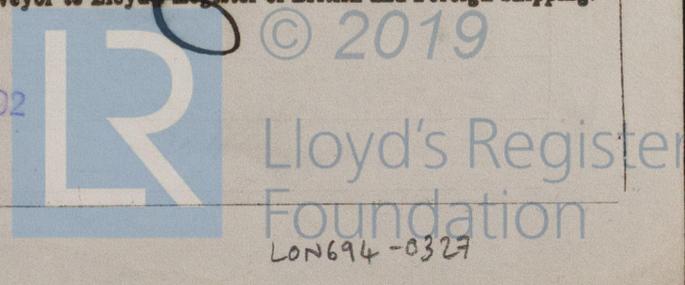
General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in good condition and intelligible in my opinion to remain as classed and to have + time 6.91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ 3:10:0	Fees applied for 12/11 1891 received by me, 10/11 1891
Survey Fee (per Section 28)	£ :	
Special Damage Fee (per Section 28)	£ :	
Certificate (if required) as per margin	£ :	
Travelling Expenses (if chargeable).....	£ :	

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

Committee's Minute FRI 13 NOV 1891
 Assigned + time 6/91

TUES. 5 JAN 1892



State if a Report is or is not 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

It is submitted that this vessel is eligible for the record

+ L.M.C. 6.91.

[Handwritten signature]

12.11.91.

Year	Grain	Wool	Other	Total
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900

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