

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

WED. 20 JUN 1894

(Received at London Office)

Date of writing Report June 19 18 94 When handed in at Local Office 18 Port of London

No. in Survey held at London Date, First Survey May 28 Last Survey June 16 1894
No. of Visits 5

22 on the Machinery of the Wood, Iron or Steel S.S. "Galatea" Master
YEAR. MONTH.

Displacement { Gross 559 Vessel built at Sld. By whom Sld. S. B. Co. When 1887-8
Net 348 Engines made at do When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

Registered Horse Power 95 Owners Aynali + Harrison Port London Voyage Coasting
No. of Main Boilers 1 Surveyed Afloat or in Dry Dock Nelson Slip

Low Pressure Main Boilers 150lb (State name of Dock.)
Donkey Boiler 90lb

Next Survey No. Port
Particulars of Examination and Repairs (if any)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
-1-100 A1 1.94 S.S. Lon. No 1-91		-1-L.M.C. 6.91 387.93

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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? Yes

Do. " " Donkey " " " " Yes

What parts of the Boilers could not be thus thoroughly examined?

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? Yes

What pressure were they afterwards adjusted under steam? 150lbs per sq.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

What pressure were they afterwards adjusted? 90lbs per sq.

If the Survey is not complete state what arrangements have been made for its completion? Completed.

Vessel placed in dry dock patent slip sea combs: exd. & found in good condn: propeller removed tail shaft drawn, exd: found to have feather way on cone broken away on driving side & flamed at after end of after liner, recommended a new end to be fitted to shaft. A new end has been forged on the shaft, a new after liner cast on, & shaft & propeller refitted. The crank shaft was examined and a slight longitudinal flaw was found in the low pressure crank pin, but was not considered to be of a serious nature. The boilers were examined & found in good condition & the safety valves were adjusted under steam.

General Observations, Opinion, and Recommendation:— The boilers being now in good condition & safe working: condn: renders the vessel eligible in our opinion to remain as classed & have the outfall B.S. 6.94 recorded.

(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. 9.92, B.&M.S. 9.92 or L.M.C. 9.92, as the case may be.)

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28)..... £ 1 : 10 :
 Special Damage Fee (per Section 28)..... £ : :
 Travelling Expenses (if chargeable)..... £ : :

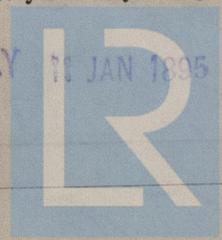
Fees applied for
26/0/94
 Received by me,
16/7/94

Mr. Salmon
Geo. E. Wilkinson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute FRI 29 JUN 1894
 Assigned 286.94

MACHINERY CERTIFICATE WRITTEN.

FRIDAY 17 JAN 1895



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Lloyd's Register Foundation
LON702-0300

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

It is submitted that
this vessel is eligible for
THE RECORD B.S. 6-94

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.

On acct of the propeller shaft
being flawed at the after end
a new one was fitted on it.

W.A.
26-6-94



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