

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

(Received at London Office *WED. JAN 22 1896*)

Date of writing Report *21<sup>st</sup> Jan 1896* When handed in at Local Office *21<sup>st</sup> Jan 1896* Port of *London*

No. in Reg. Book. Survey held at *London* Date, First Survey *20<sup>th</sup> Jan 1896* and Last Survey *20<sup>th</sup> Jan 1896*  
*648* on the Machinery of the *Wood, Iron or Steel* *Six Galahad* Master *J. Smith*

Tonnage { Gross *981* Net *599* Vessel built at *Widby* By whom *J. Turnbull & Co.* When *1894. 10*

Registered Horse Power *99* Engines made at *Widby* When *'74* Boilers, when made (Main) *'90* (Donkey) *'90*  
No. of Main Boilers *1* Owners *Green, Holland & Co.* Port *London* Voyage *Lyons*  
No. of Donkey Boilers *1*

Steam Pressure in Main Boilers *70 lb* If Surveyed Afloat or in Dry Dock *at Widby* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers *65* (State name of Dock.) *Dry Dock*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) *90 A1 17'95* *13. 11. 3'94*  
*M. Smith 13. 9. 89* *FNB 10'90*  
*J. Smith 12'94*

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?

To what pressure were they afterwards adjusted?  
Has the propeller shaft been drawn and examined at this time? *no.*

If the Survey is not complete state what arrangements have been made for its completion? *Survey Complete*  
*no done. Propeller stem-bush and all outside fastenings of sea connections examined and found satisfactory*

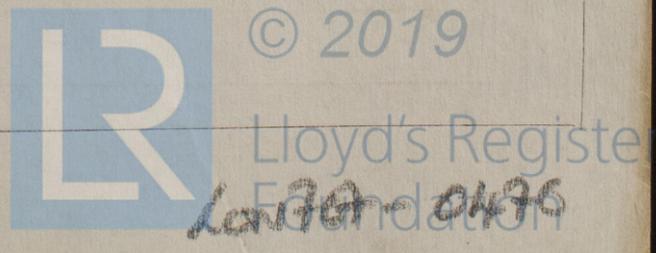
General Observations, Opinion, and Recommendation:—  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 494, B.&M.S. 494 or G.L.M.C. 494, 140 lb., F.D., &c.)  
*The machinery of this vessel. So far as now seen is in good condition and in my opinion eligible to remain as classed without fresh record.*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee (per Section 28) £ : : 18  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
Received by me, *J. Reuter*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required \_\_\_\_\_  
Committee's Minute *TUES. FEB 4 1896*  
Assigned *as now*

State if a Certificate is required or if not whether, and when, on, will be sent.

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



It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

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.

Emb.  
31.1.96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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