

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

(Received at London Office

THUR. JUL 9 1896

Date of writing Report 7 July 1896 When handed in at Local Office

Port of London

No. in Reg. Book. Survey held at London

Date, First Survey 30 June Last Survey 1 July 1896

(No. of Visits 2)

24 on the Machinery of the Wood, Iron or Steel S.S. "Galatea" Master W. Grey

Tonnage { Gross 547
Net 293

Vessel built at Sunderland By whom Sunderland S.B.B. Co. When 1887-8

Registered Horse Power 95

Engines made at Sunderland When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

No. of Main Boilers one

Owners J. J. Harrison Port London Voyage Support

No. of Donkey Boilers one

Steam Pressure—150 lb in Main Boilers

Surveyed at in Dry Dock Nelson

(State name of Dock.)

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 Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A. 7.95		+ 2m C 1.95 B.S. 5.96
S.S. Lon No 2-94		

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not open for survey

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? Complete

Vessel placed in dry dock. Examined propeller, Bush & all sea connection fastenings and found satisfactory. The propeller nut was found slack it has been taken back, cleaned & tightened. One pin in guard ring on stem bush found broken, has been renewed.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel, so far as seen, is now in a safe working condition and eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ : :	
Special Damage Fee (per Section 28).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	
		Received by me,
		18

Thomas R Blackie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required.

Committee's Minute FRI. JUL 24 1896

Assigned as now



LON710-0031

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent? Certificate to be sent to: The Surveyors are requested not to write on or below the space for Committee's Minute. 3043-34,354-Transfer Ink.

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

Propeller not righted up.

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 to
remain AS CLASSED.

ms
24-7-96

Hour	Lat	Long	Wind	Sea	Temp	Bar	Mag	Compass	Remarks
00	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	Propeller not righted up.
01	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
02	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
03	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
04	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
05	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
06	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
07	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
08	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
09	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
10	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
11	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
12	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
13	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
14	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
15	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
16	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
17	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
18	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
19	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
20	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
21	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
22	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	
23	51° 15' N	10° 00' W	1/2	1/2	50	30.0	10	10	

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.