

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

(Received at London Office.

SAT 27

FEB 1897

Date of writing Report 26 Feb 1897 When handed in at Local Office 18

Port of London

No. in Reg. Book. Survey held at London

Date, First Survey 17 Feb

Last Survey 23 Feb 1897

35 on the Machinery of the Wood, Iron or Steel S. S. Galicia

Master J. S. Bird

Tonnage { Gross 556 Net 473  
Registered Horse Power 98  
No. of Main Boilers one  
No. of Donkey Boilers one  
Steam Pressure in Main Boilers 80 lbs  
in Donkey Boilers 40 lbs

Vessel built at Hatterpool  
Engines made at Stockton  
Owners J. Hall Jun<sup>r</sup> & Co  
If Surveyed Afloat or in Dry Dock London

By whom Denton Gray & Co  
When 1880 Boilers, when made (Main) 1880 (Donkey) 1880  
Port London Voyage Mediterranean

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 Assessment expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ A1 9.96		+ NE & B 80
S.S. Lm N <sup>o</sup> 3-1.94		+ Lm C 1.94
		B.S. 2.96

Last Survey No. 58829 Port London

Particulars of Examination and Repairs (if any) S. S

(Periodical Surveys, when held, must be reported in detail and serially 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?

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?

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

Examined Main Boiler externally and internally and found it in good condition.  
Examined safety valves & found them satisfactory  
Examined Donkey Boiler externally and internally & found it in fair condition.  
Examined safety valves (dead weight) satisfactory.  
Examined Main & Donkey Boilers under steam and adjusted safety valves to working pressures.

General Observations, Opinion, and Recommendation: The Machinery of this vessel

(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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition and, in my opinion, eligible to have B.S. 2.97 Recorded in the Register of this Society.

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ 1 10 0  
Special Damage Fee (per Section 28) £ 3 0  
Travelling Expenses (if chargeable) £ 1 7 0

Fees applied for 2/3 1897  
Received by me, 10.3 1897

\*State if Certificate is required

Committee's Minute

Assigned

FRI. MAR 5 1897

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

Lloyd's Register  
Foundation



It is submitted that  
this vessel is eligible for  
THE RECORD B.S. 2. 97.

H.S.  
2. 3. 97.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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