

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

(Received at London Office

THUR. 1 APL 1897

Date of writing Report 31 March 97 When handed in at Local Office

is Port of London

No. in Reg. Book. Survey held at London

Date, First Survey 8 March Last Survey 29 March 1897

4 on the Machinery of the Wood, Iron or Steel of "Salatea"

Master W. J. J. J. (No. of Visits 13)

Tonnage Gross 547

Net 293

Vessel built at Sunderland By whom Sunderland S.B. Co. (Lim) 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. T. Harrison Port London

Voyage Trip

No. of Donkey Boilers one

Steam Pressure—150 lbs in Main Boilers

in Donkey Boilers 70 lbs

Surveyed Afloat & in Dry Dock at Kings Wharf & Princes Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage & B.S.

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>4100 A1. 7.96</u>		<u>+ LMB 1.95</u>
<u>S.S. Lon No 2-94</u>		<u>B.S. 5.96</u>

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

Do. " Donkey " " " Yes

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? Yes

At what pressure were they afterwards adjusted under steam? blow 150 lbs

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

To what pressure were they afterwards adjusted? blow 60 lbs (stated sufficient)

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 & sea connection fastenings & stem bush & found them satisfactory. The propeller nut slack also key in shaft, a new key has been fitted & propeller nut tightened. Stem tube nut found slack, has been taken back, cleaned & tightened. Examined crank shaft, found the after bearing of after crank badly fractured also pin of same crank, a new single throw crank has been fitted & shafting relined. Coupling bolts to above shaft renewed.

Examined Main Boiler externally & internally. The joint of Centre Furnace to Tube plate & Comb Chamber found badly corroded has been cut & an efficient patch riveted & 2 screwed stays to same renewed. The bottom of Centre Comb Chamber back found thin has been cut & an efficient flanged plate fitted, 2 screwed stays to same renewed. Shell seams on bottom overhauled. All plain Tubes badly corroded have been renewed. P.T.O.

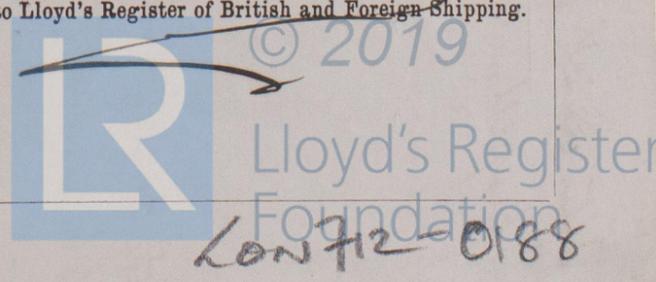
General Observations, Opinion, and Recommendation:—The Machinery of this vessel, (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the 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 eligible in my opinion to have B.S. 3.97 Recorded in the Register of this Society. The pressure of Donkey Boiler to be noted in Register Book as 70 lbs

	£	
Office or Registration Fee (per Sec. 27)		
Survey Fee (per Section 28)	1 : 10 : 0	Fees applied for
Special Damage Fee (per Section 28)	2 : 2 : 0	2/4 9/11
Travelling Expenses (if chargeable)	3 : 12 : 0	Received by me,
	£ 3 : 5 : 0	9/11 97

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

Committee's Minute TUES 6 APL 1897

Assigned B.S. 3.97



LON 712 0188

The Surveyors are requested not to write on or across the space for Committee's Minute.

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

Certificate to be sent to:

Continued

S.S. "Galatea"

Boiler cleaned & sealed thoroughly.

Examined safety valves & found them satisfactory

Examined Donkey Boiler externally & internally & found it in good condition.

Examined safety valves, one valve tried in lathe & both ground up.

The Firebox of this boiler is stiffened with screw stays, water tubes have been taken out of the Firebox (at a previous date) & riv patches have been fitted, but no stays have been put in to maintain the strength, in view of this the pressure has been reduced to 70 lbs.

Examined Main & Donkey Boilers under steam & adjusted safety valves to working pressure's.

The Certificate for new crank Shaft is appended.

Geo Blackie
Eng Surveyor

After crank shaft & coupling bolts renewed & propeller renewed (on account of damage) considerable repairs to Main Boiler on account of wear there

It is submitted that this vessel is eligible for THE RECORD. B. F. 397

the donkey boiler pressure to be reduced to 70 lbs in my book

7/11
2/4/97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.