

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

MON 19 JUL 1897

Date of writing Report 17 July 1897 When handed in at Local Office 19 July 1897 Port of London
 No. in Reg. Book 689 Survey held at London Date, First Survey 26 April 1897 Last Survey 12 July 1897
 on the Machinery of the Wood, Iron or Steel S. S. Sir Galahad Master
 Tonnage { Gross 981 Net 599 Vessel built at Whitby By whom J. Turnbull & Son When 1874 YEAR. MONTH. 10
 Registered Horse Power 77 Engines made at Stockton When 74 Boilers, when made (Main) 90 (Donkey) 90
 No. of Main Boilers 1 Owners W. Cory & Son Ltd Port London Voyage Netherlands
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in Green Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure 70 lbs in Main Boilers 70 lbs in Donkey Boilers 70 lbs (State name of Dock.) Dry Dock

Last Survey No. 2577 Port London
 Particulars of Examination and Repairs (if any) See above

(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?

yes.
complete.
Now done in account of Damage by Collision & Striking in River Thames on the 26th March 1897:— Vessel placed in dry dock and the Engines and Boilers Cleared and Overhauled for Survey. Cylinders Pistons Slide Valves all Pumps and the Condenser examined. Tail Shaft drawn in and with the crank. Thrust and Trunk Shafting examined. Propeller Stern-bush and Sea Connections with their outside fastenings examined. Repairs now done:— New Segim Vital fitted in Stern-bush. Thrust Bearing Overhauled and Crank Shaft re-bedded and all Shafting re-coupled in place. New top half Excelsior Shafts fitted and cranks Slide gear overhauled. Feed and Bilge Pumps turned & fitted with new wear brasses. Feed & Ballast Donkey Pumps Overhauled. Bilges cleaned and Bilge Pumps put in good order. Main Boiler examined and found to be generally in good Condition. Donkey Boiler examined. Right-Corrosion in Shell & Fire box.
 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. 9.95, B.M.S. 9.95 or L.M.C. 9.95, 140 lb. F.D., &c.)

The machinery of this vessel is in good Condition and in my opinion eligible to remain as previously classed with fresh record of B.S. 5. 7. 97

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

Fees applied for

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*State if Certificate is required

Committee's Minute

Assigned

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



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LON 713-0077

Plating and several Rivet Heads defective. Uptake also found slightly out of Form. Repairs now done. Drukey Boiler: The uptake stiffened by Angle Irons and Eighteen Shell Rivets renewed.

The Main and Drukey Boilers now tested by water to $1\frac{1}{2}$ times the above working pressures. It has been arranged with Owners that the Drukey Boiler pressure be now reduced to 50 lbs per square inch.

Main Steam Pipes examined. Slight Leakage found in one length of same. This Pipe taken to shop and re-brazed and all Main Steam Pipes tested to 50 lbs per square inch and re-fitted and tried under steam.

D. Ritchie

N.B.—If this Report is copied by Copying Press, special 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.

The machinery of this vessel has been thoroughly overhauled & damage repair effected where required

It is submitted that this vessel is eligible for THE RECORD. 13th Dec. 1917.

19/12/17



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